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THE

DIRECTORY & CHRONICLE FOR 1906.

Orders may be sent to the Hongkong Daily Press Office and to the Local Booksellers

No. 15,618.

號八十百六千五萬一第

日十初月四年四十三緒光

HONGRONG, BATURDAY, MAY STH, 1908.

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#### AUTOMATIO MAUSER PISTOLS.

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### NEW CARTRIDGES.

Y Popular English Manufacturers. In all Bores and Sizes. BMOKELESS POWDER and CHILLED BHOT. From No. 10 to 888G. at \$6, \$7 and \$7,50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

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Hongkong, 27th April, 1908,

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(TELEPHONE 97)

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Hongkong, 1st April, 1904.

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WM. FARMER Proprietor

get trustworthy statistics, "since a com-

modity having so high a value in small

general follow the ordinary trade routes, on

which taxing stations are numerous, but is

carried by armed bands over unfrequented

tions are few and so poorly equipped as to

yield readily to superior force, and accept a

composition for taxes much lower than the

official rate." No foreign opium has ever

been imported into Szechwan, yet the people

of that province heavily and generally

smoke. Giving statistics of the morphia

trade Mr. Morse says, " for one vice, both

for its introduction and its maintenance.

Mrs. A. H. Rennie has left for Vancouver.

Eleven plague cases yesterday bring the total

The bathing season has commenced. The

A master and two boatwomen were fined \$2

R.N., at the Marine Court yesterday for failing

to keep the "yulo" of their boats out of the

water whilst lying alongside Praya wall in the

The man who committed suicide at the

Oriental Hotel on Thursday afternoon was

F. W. Mackenzie. He left letters addressed to

relatives. He was well known in Hongkong,

having visited here frequently. Since 1903 he

was employed as log superintendent in the

The dignity of the Prince de Sagan has been

again ontraged. Socialists from Clucinuati

have addressed a petition to Mr. Roosevelt

asking him immediately to deport Mme,

Gould's suitor on the ground that the prince is

an "undesirable alien," and a "useless drone

Mr. John Blackburn, of Armley, Leeds, &

oreditors together last month and discharged

was able to pay at the time of the failure being

allowed to them as interest. The oreditors

presented Mr. Blackburn with a silver tea-

The City Press states that a definite arrange-

ment has been made for the re-erection of

Crosby Hall in Chelses, in connection with the

wisher, who desires to preserve anonymity,

quartermaster's department at Iloilo.

is the vice by injection.

at date up to 169.

mountain roads, on which the taxing sta

bulk, and so heavily taxed, does not



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THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

Hongkong, 30th April, 1908.

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HONOKONA, MAY 9TH, 1908

lity, who could lay hands on the drug, MR. H. B. Morse has written, and Messrs refused to deal in it." The author, be it KELLY AND WALSH LTD. have published, remembered, is an A rerican and a Harvard an important addition to the bibliography man, and he evidently has in mind sundry of China. Its title is "The Trade and Pharisaic indiscretions attered by reformers Administration of the Chinese Empire." of his own nationality. "For the pande-This is not a review of the book, as there monium of the period 1840 to 1860 the has not been time yet to digest it; we wish Chinese must be held primarily responsible. only to call attention to a timely chapter on The Emperor and his Commissioner LIN opium. Mr. Morse discusses the thorny the eighth century, when the Arabs had been trading with China for a hundred years China to forbid Americans from participaoccurs the first literary reference to the ting in the trade, but "when, in 1884-5, opium poppy in China, and soon afterwards | temporarily and for reasons over which the repeated references to its culture occur. American Government had little or no Its medicinal use was recorded in 973, as [control, the American flag reappeared on

"poppy broth", and as "a drink fit for | the coast and engaged in the carrying trade, Buddha." Bu Che, a poet, wrote of it as a no attempt was made to enforce the restricpick-me-up. Actual opium and its prepar- | tion." In 1879 the recorded import, 82,927 ation is mentioned by Governor Wang HI piculs, reached its maximum. Since then before 1488, as learned from the Arabs. native opium has become an increasingly Opium smoking, it is suggested, came in successful competitor. It is impossible to after the Spaniards had introduced tobacco smeking, about 1620, and "the prac-CO., tice of smoking mixed tobacco and opium" probably came from Java by the Dutch via Formesa. The practice among the Mandarine is noted in STAUNTON's account of Lord MACARTNEY's mission The first anti-opium edict was issued in 1729, when only two hundred chests of the foreign drug were being imported per annum. Those chests were brought in by Portuguese from Goa. English traders in it were not heard of till 1773, the East India Company starting in 1781. "The machinery of an Imperial edict cannot have been directed against so foreigners must be held responsible." That insignificant a quantity as 200 chests . and that it was not considered by the Canton authorities to be directed against the foreign importation, is shown by the gradual and unconcealed increase at the rate twenty chests a year." In 1753 it paid a recognised official tariff of three taels a picul, Y.M.C.A. party started this week and several

or six per cent on value, then quoted Tis. 50. private parties have also began. It was not till a new Viceroy at Canton obtained a new edict, in 1796, that all each by the Hon Commander Basil Taylor, opium was forbidden. From 1800 the trade became contraband, and with official connivance, smuggling became an organized business. The alleged drain of silver for

opium, says Mr. Morse, " is not proved by facts," and be gives an interesting sketch of the early methods of barter which we need not here quote. The flow of silver was all the other way, and merchants encountered the "imperative commercial necessity" of substituting a commodity that the Chinese would accept. "Opium was the one thing the Chinese would consent to buy, and buy it they did," in spite of the edicts. These were never enforced; for forty years there

who is trying to gain possession of millions of was no pretence of enforcement of their dollars created by American working men." spirit, and the restrictions of their letter merely covered the traffic with a decent veil. Officials high and low eagerly profited joiner and builder, who filed his petition in by it. This went on regularly till 1838, bankruptcy twenty years ago, called all his ok when the import had grown to 20,619 chests. Then came the treaty of Nanking, which left the Chinese Government free to adopt its own measures for the regulation of the opium traffic." The English Governmen, service. forbade the establishment of an opium depot at the outset in Hongkong, and it afforded. no naval protection to smugglers. After Lin'. ... in 1839, "the demand remained. University of London and the project for the new supplies came forward, and the establishment of halls of residence. A well

trade went on." Among the opium then

given £5.00? towards the cost of the re-erection. destroyed, were 1500 chests belonging t and a further £5,000 towards the completion of an American firm, and "some fifty the scheme. A small balance will be required but considering the influential support the i 'ea chests of Turkey opium in the possesis receiving, this is certain to be forthcoming. sion of an American firm were not surrendered as not being from India,' As a coolie was walking along Queen's Road on Thursday P. S. Glendenning noticed that he Smuggling now greatly increased, still with had a suspicious looking bundle. This he opened official convivance, and there was none of add found a handkerchief bearing the name the regulation hitherto in force. The result Higby. He took the man to the Police Station was that the import jumped to about 50,000 where he learned that a robbery at the Volunteer chests in 1850, and to 85,000 chests in 1860, Headquarters had been reported that morning ' and as opium smoking had debauched the and that articles to the value of \$10 had been Chinese, the opium traffic debauched the stolen. The defendent took the officer to Taipingshan where the articles were recovered. foreign traders and drugged them down

from their high estate." Though "the

principal importers were English, there is

with a strong bias against the opium trade,

he was not sanguine of effective prohibition,

in view of the inveterate appetite of the,

Chinese. In 1880 America agreed with

nothing to show that traders of any nationafor returning from banishment. At the opening of the Swatow Post Office, our Swatow correspondent adds, Taotai Liang. delivered an address in Chinese followed by an able speech in English. He dwelt upon the awakening and opening of China, upon the incentives to progress which her intercourse with the West and Japan had placed before her, and upon the inspiring example of the Customs Service, now being mulited by the Imperial Postal Service. He repeated the hope given China would soon be able to euter the Postal Union, an event which would be hailed by all her well-wishers and which would not fail to benefit the empire. A full report of his speech could not be obtained as he spoke impromptu and no shorthand notes were taken. Before separating a photograph of the company was taken in front of the Post Office.

Defendant, who was found to have returned

from banishment, was sentenced to two months'

imprisonment for the larceny and two months

By kind permission of Major R. L. H. Burton and Officers Commanding, the Bind of the Third Battalion. "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening :-March...... The Black Horse,".......... Hume-Valse ...... "Trésor d'amour," ...... Waldteufel

Selection..... "Miss cok of Holla: d,"... Rubers Andante ...... "Melo y in F," ........ Rubinstein Overture ..... "The Village Festival," ... O'Keefe can Minister REED, who had come to China Selection ..... "The Merry Widow," ..... Lebar

(By Request.) Gavotte ..... Eunice," ..... Perdue Regimental Marches. God bless the Prince of Wales.

God save the King. DINNER MENU.-Hors-D'Œuvres-Eggs a la Soup-Consommé Royal. Fish-Boiled Fish and Parsley Sauce. Entrées-Lamb Cutlets and Green Peas, Fricandeau of Veal, Shrimp Patties. Carry-Parsee. Joints, &c.-Roast Ribs of Beef and Horseradish, Roast Capon and Bread Sauce, Boiled Calf's Head and Piquante Sauce, Cold Game Pie and Beetroot Salad. Sweets -Macaroni Pudding, Strawberry Ice Cream and Finger Cakes, Tipsy Cakes, Scotch Woodcock. Dessert-Coffee-Fruit.

The St. Petersburg papers strongly protest against the attitude taken up by the United States Consul at Harbin with regard to the spheres of influence in Manchuria, characterising it as " an unjustifiable attempt on the part of the United States to intervene in Russo-Chinese and Russo-Japanese relations." The Novos Vremya says that Russia cannot admit such intervention, and that still less can Japan do so as regards Southern Manchuria. Bourse Gozette anticipates that Japan will make representations on the subject at Washington similar to those made by Russia. According to the Slove Germany is supporting the standpoint of the United States on the ground that the Americans are upholding Chinese sovereign. ty in Manchuria and preserving the principle of the open door. In an article M. Le Chatelier, professor at

the Collège de France, gives a specimen of the Moroccan vernacular Press in the shape of an extract from the "Taoun," an organ appearing at Fer favourable to Mulai Hafid, which thus replies to a Tangier newspaper, "Es Saada," which, the 'Times" says, is favourable to Abdul Aziz: - What thou sayest, oh little dog of dogs, with regard to the fotes at Fez is absolutely false. See rather, oh boar of boars, what is said in the English newspapers, with what respect and admiration they talk of . . Thou sayest, oh ass of asses that the Emir should combine four fundamental qualities. Which of those qualities dost thou find in Abdul Aris? Is it in the name of justice that he gives away two towns of the Mussulman country, and not content with that he wants to impose on us the authority of the

#### THE KAISER AND ENGLAND.

Whilst there is no official confirmation at present to be obtained in London of the report in "Die Standarte" telegraphed from Berlin that the German Emperor will attend the Cowes regatta in July and pay a visit to London to to witness the Olympic games, there is no reason, writes a representative of the "Pall Mall Gazette, " to regard the news as other than well within the scope of his Majesty's probable plans. The Emperor's list visit to England was of so highly satisfactory and agreeable a character to his Majesty that he fully contemplated at the time of his departure coming again as soon and often as possible, and nothing has happened in the meantime in any way to change his desire in this direction. Indeed, his Majesty has often referred during the long winter in Germany to the pleasure that his visit to Bournemouth gave him, and in these conversations he has always looked forward to the time when he will be on the English south coast again.

In July, no doubt, the Emperor would remain on his yacht, during the regatta, but it is not considered improbable that he might go to London for a day, especially if at the time of his visit German competitors should be taking a his obligations in full, the small dividend he prominent part in the Olympic Games, as probably they may be.

THE GERMAN DIPLOMATIC

COMMERCIAL ATTACHÉS. The announcement that the French Government is about to reorganise and extend the scope of the strictly commercial branch of its diplomatic service has induced Berlin business men to draw the attention of the German Government to the urgent necessity of following such an excellent example. They contend that the days of "Cabinet" politics are gone, that the diplomatic relations between the Powers now depend to a very great extent on the economic situation. and that in this matter Germany has not kept pace with the trend of the times.

The Bors in Courier, one of the leading Bourse organs, says that the requirements for a successful career in the German diplomatic service are the possession of a well-sounding aristocratic name, a long purse, a knowledge of foreign languages, of jurisprudence, and of politics. Presentiay diplomatists know listle, however, about the economic life of the nations to which they are accredited, and the Bourse organ fears that no change in the prevailing system can be looked far in the near future. It considers that much could be done, even under the present system, if a corps of commercial experts were organised, the members of which could then be attached to the Embassies in all foreign countries. The Foreign Office has already attached commercial experts. the German Consulates General at Rio de Janeiro, Shanghai, Calcutts, Johannesburg, Sydney, Yokohams. Petersburg, Valparaiso, Constantinople, New York, and to the Consulate at Chicago, The Bors n Courier contends that in the first place the number of these commercial experts is far too small, and in the second place they should be attached to the Embassies and Legations. It would then be their task to become intimately acquainted with the entire economic life of the country, to cultivate and maintain good relations with the industrial and commercial corporations, with the Bourse, and with the Press, to send home really adequate expression to by the Chaochow Taotai that reports, to furnish the diplomatic representative with information, and to be ready to give him advice when the conclusion of commercial treaties is being considered. The Borsen Courier adds that men capable of fulfilling this task must have been trained not in the diplomatic service but in practical life, and it trusts that the Commercial Universities will devote special attention to the preparation of young men for such a career.

# WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: On the 8th at 12.05 p.m.—The barometer has

fallen moderately over China and Japan. A depression appears to be developing over China to the North of the Lower Yangize, and the highest pressure is now lying over the

Pscific to the South of Japan. Gradients continue slight in the South, and light or moderate S.E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

· Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:-Hongkong & Neighbourhood light; fair.

Formosa Channel... I light or mod'to. Bouth coast of China between ] Same as No. 1. Hongkong and Lamocks. Routh coast of China between | Same as No. 1. Hengkong and Hainan.

LONDON, May 6th. Owing to the commercial depression, 200 stockbrokers are not renewing their membership of the London Stock Exchange.

LONDON, May 6th.

London, May 6th.

HONGKONG VOLUNTEER RESERVE

the two countries.

competitions during April, 1908 :-

"A" Class.

A. Blowey ... ... 43 + 12 = 55

A. R. Lowe ... ... 21 + 24 = 45POOL COMPETITIONS.

E. G. Jordan ... ... 29 + 16 = 45On Saturday, and Sunday the 9th and 10th instant, the May Cups will be show the at 500

THE PRINCE DE SAGAN.

DESIROUS OF BECOMING A GERMAN SUBJECT.

the Count Boni de Castellane, is meeting with such opposition, is making overtures and arrangements with a view to becoming a

come to him from Germany, and it is believed that the Emperor would welcome so rich a subject—that is if the marriage with Mme. Gould\_were to take place—and that

The Prince's younger brother, the Due de Valencay, would, in the event of the Prince becoming a German, take full control of the family property at Valencay, where he is now

ciliatory steps are being taken by the Gould family towards Mms. Anna Gould, who is still ill in her apartments at the St. Regis. All signs point to the family finally acceding to

Tae Prince and his brother are the sons of

GAVE HIS LIFE FOR THE

SOLDIER'S TRAGIC DEATH AT BARRACKS FIRE. A fatal fire occurred in the early hours of one morning last month at the military barracks,

The officers' mess was found to in flames, and several men at once rushed to save the colours therein deposited.

Four were fearfully burned, and a private

third man are not expected to recover. The colours were saved, but the extensive billiardroom recently fitted up was destroyed, along with some valuable plate. The origin of the fire

se damage is estimated at between £800 and

THE CHOICE OF AN ALLY.

St. Petersburg, April 4. The "Cronstadtakti Vestnik" is regarded as

being the official organ of the Missery of Marine. It publishes an interesting article dealing with the question, Ought Russia to be on Germany saids or on that of Great Britain? The journal referred to says that the answer ought not to be at all doubtful, for, in case of an Anglo-German war, if Russia took sides with | C. Lopes. Germany then neither Russia's Baltic Fleet nor that of the Black Sea would run any danger, in spite of England's great Naval superiority over Germany. Russia's only risk would be that of being driven back from the coastline of the Far East, unless Japan could be paralysed by the United States.

Quite different would be Russia's situation if it sided with England. Russia's Baltic and Black Sea Fleets would run great dangers from Germany's navy and also from concerted action on the part of Austria-Hungary and Turkey while the entire land frontier along the west prizes and on the call of Archdeacon Baudister would be invaded by the German forces. The article ends as follows: "Au immediate and solid alliance with Germany is necessary. If this alliance is made, then all Russia's efforts to regain its lost position among the Great Powers would be successful in the near future. On the other hand, an alliance with England would be not only of doubtful utility; it would be fatal," This article confirms the suspicions of the German influence now at work in Russia below the surface against Great Britain and France.

#### LOCAL SPORT.

#### HONGKONG SCHOOLS SPORTS

This annual event, which was postponed from April 27th, took place yesterday at the Happy Valley in beautiful weather. As usual the entries were so numerous that the heats had to be decided previously, and the finals provided some good sport.

The officials were :-Patrons-H. E. Sir Frederick Lugard, R.C.M G., C.B., The Right Rev. Bishop Pozzoni. Sin H. S. Berkeley, R.C., The Hon. Sir C. P. Chater, Kt., C.M.G., Dr G. H. Bateson-Wright Mr. H. N. Mody, and Mr. J. J. Leiria, Vice-Consul for Portugal.

Clerks of the Course: Messrs H. L. O. Garrett, A. R. Sutherland, and S. R. Moore. Starters: Mr. H. Sykes, and Rev. Bro. Cyprian.

Judges: Mesers A. Morris, W. H. Williams. G. A. Hancock, Rev. Bro. Stephen. Handicappers. Messrs H. Sykes, and B.

Official Time-keepers: Messrs A. W. Grant. and A. H. Crook.

Stewards :- Mesers. F. A. Hazeland, C. A. D. Melbourne, E. D. C. Wolfe, E. A. Irving. The Hon. Dr. Ho Kai, W. D. Braidwood, Capt. E-W-Lyons, Rev. Bro. Christian, G. Piercy. The Hon. W. Rees Davies, Ho Tung, The Hon Wei Yuk, Fung Wa Chun.

General Committee :- Messrs. A. W. Grant. H. L. O. Garrett, A. Hamilton, R. C. Barlow, A. O. Brawn, B. Tanner, S. H. Moore, A. H. Crook, R. H. Birbeck, W. H. Williams, H. Sykes, A. Morrie, Rev. Bro. Stephen, G. P. de Martin, A. R. Sutherland.

Working Committee: -- Messrs. A. Hamilton. B. C. Barlow, Rev. Bro. Stephen, B. Tanner. H. L. O. Garrett, A. R. Sutherland, Yung Hee, A. Morris, Y. M. Abbas, Kwok Shiu Ying. R. Garcia, Peter Hing Kee.

Hon. Treasurer :- Mr. R. C. Barlow.

Hon. Secretaries :- Messrs. R. C. Barlow. and A. Hamilton. Results are appended:

Long jump, championship for boys up to 16 years of age:-1, D. Brown; 2, H. W. Matthaey. 3, D. Baptista. Distance, 14ft 2.

100 yards flat race, handicap, for boys from 10 to 13 years of age:-1, F. Goohuico (3 yds); 2, A. Castro (6 yds); 3, Yeung Kwong Chiu

100 yards flat race, handicap, Championship. two hows from 13 to 16 years of age-1, Kwok Shui Yan (10 --ds); 2, Ng Tat Teng (9 yds.); 3. Tam Kong Peng (v)

12) yards flat race, handicap for war from 7 to 10 years of age-1, Ip Kwan (3 yarus, 2, E. Castro (owes 3 yds.); 3, F. Loureiro (9 yds). One mile bioyele race, handlesp, open to all ages-1, C. Sequeira (30 yds); 2, Cheung U Pai (50 yds); 3, F. Britto (40 , ds).

High jump, for boys from 15 to 18 years of Tam Tsz Yen.

220 yards flat race, handleap, open to all ages-1. D. Baptista (15 yds); 2 Lo Chiu Hoi (9 yds); 3, F. Gochuico (18 yds).

120 yards hurdle race, handioup; Championship-, M. Biard (3 yds), 2, Y. Abbas (cor); 3, H. W. Matthaey (3 yds). High jump, for boys from 10 to 15 year-

championship-1, S. O. Bux; 2, Ho Wing Kin. Height 4 ft. 6. 100 yards flat race, handicap for girls under

10 years of age-1, Muriel David (Ser); Jessie Stokes (Sor). 100 yards flat race handicap for girls over 10

years-1, Mabel Sheffield (6 yards); 2, Bessie Barrington (3 yards); 3. Mabel Long (ser). Quarter mile handicap, open to all ages

championship-I, Lo Chui Hoi (10 yards); 2, D. Baptista (15 yards); 3, C. Lopes (20 yards). Throwing the cricket ball. Championship. open to all ages:-I, Peller; 2, A. E. Jenkins 3. Kushan Khal. Distance, 87 yards.

Half mile challenge cup, for boys from 14: to 18. Championship:-1, A. A. Abbas; 2, B. Muskett; 3, Lo Chin Hoi. Skipping Rice.—Open to girls only. I, Jessie

Stokes: 2, Mabel Long; 3, Mabel Shefield. 50 Yards Flat Race (Handicar) -- For a comers under 7 years of ago .- I. M. Sternberg; 2, R. Ribeirio.

310 Yards Flat (Handicap) (Chinese boys over 14)-1, Kwok Shiu Yan (10 yards); 2, Log. Tsenk San (5 yards); 3, Wong Tso Ting (10

600 yards Flat Race (Handicap)-1, C. Lopes; 2, H. H. Matthaey; 3, A. R. Samy. 7 Furlong Flat Race (Handicap)-1, A.

Ellis: 2, I. E. Chunyut. 100 Yards Three Legge ! R too. I. C. Lopes and D. Baptista; 2, Ho Wing Hung and Ho

Wing Kin. Sick Bace-1, D. Brown; 2, D. Baptista; 3.

2 mile Bioycle race (Handicap)-1. A.

Carroll; 2, George Lie. Time, 6 minutes 20 Quarter mile flat race open to Navy, Army and Police (European)-1, Guaner Thomas,

R.G.A.; 2, Gunner Gower, R.G.A. 120 yards flat race-1, Ng Fat King: 2. Lenng Cho Sing; 3 Leung Kwok Ying. At the close H.E. the Governor presented the

cheers were given for Sir Frederick.

Captain H. P. Williams, who held the post of Commedore at Hongkong before Commedore Stokes, has been promoted to Rear Admiral The changes were caused by the retirement of Admiral Swinton C. Holland.

attempted the impossible in applying to subject impartially; not as a partisan of the foreign nutions alone the restrictions which trade, whose "tendency is strong to leave they could not enforce on their own subjects, the ground with which he may be familiar, so removing all regulation from a trade that of commercial dealings and statistics, which they would not consent to legalise," and to try to demonstrate the innocuousness | while officials everywhere continued to act of the drug as smoked by the Chinese-to as if the trade were legal. It is to be hoped compare it to the relatively harmless anti- that those or similar words will not have to prandial glass of sherry"; not as the anti- be written of the present agitation. The opium reformer, who "invariably seems later so-called "opium wars" then pass impelled, by an irresistible inclination, to under review. In 1858, opium was included leave the high moral ground on which he is in the tariff with the full knowledge and unassailable, and descend into the arena | consent of the Chinese; of this "there is no of facts and figures, with which he is not doubt." The wisdom of legalisation cum likely to be so familiar, and among which regulation was fully explained to the his predisposition will lead him to pass by Chinese, and the first suggestion that this or to misinterpret those which make against | should be considered came from the Amerihis case;" but as an investigating historian. He has certainly done it "in such a way that either party, by judicious selection of but who became an advocate of its legalisapassages, may find arguments with which to tion. Mr. REED wrote to Lord ELGIN that confute his opponents." In the first half of

TELEGRAMS.

LEBUTER'S SERVICE.]

COMMERCIAL DEPRESSION.

THE TOUR OF THE KAISER.

The Kaiser has arrived at Pola from

· GREAT BRITAIN AND SIAM

Sir Edward Grey in the House of Commons said that a modification of the status of Britishers in Siam, with provisions to safeguard their interests, forms a part of the proposals under consideration between

ASSOCIATION.

The following are the principal scores in the MAY CUPS.

W. J. J. Gast			32 -	F 3	==	35″
A. Jenkius		199	34	BOT.	<u> </u>	<b>34</b>
J. C. Gow			3.2	BOT.	====	34
E. S. Carruthers			30	+ ]	·===	31
A. W. J. Watt		•••	-28-	+2	<del></del>	-30-
« <sub>1</sub>	В".	Class	3.		· - ·	*.* . ·
J. C. Peter			٠.	+ 4	L =	34
W. L. Leask			29	4 4	<b>.</b> =	33
H. G. White		T7.	27	+ (	3 =	33
W. H. T. Davis		e de la marco.	28	+	4 =	82
A. Blowey			26	+ (	=	. 32
41	C "	Clas	<b>s.</b> .			•
I. Hutchings				+	3 =	<b>3</b> 5
L. Gibbs	• • • • • • • • • • • • • • • • • • • •	• • •	26	<u>.</u>	9 ===	35
- · · · · · · · · · · · · · · · · · · ·		ÅB C		•	•	·
•				,		, , ,
E. S. Carruthers			58	+	2 =	60

During April, 1908, pools have been won by: -L. Hutchings ... ... 38 + 18 = 56 A. J. J. Ginst ... ... 32 + 3 = 35

yards, King's Park Rauge, instead of 200 yara. as circularized.

The Prince de Sagan, whose courtship of

German subject. The Prince's title and much of his property | age Championship-1, Wong Tso Ting; Castellane incident would be ignored.

The New York "Herald" states that con-

Mme. Gould's determination to be married to the Prince de Sagan. the tourth Duke of Talleyrand, the head of one of the most illustrious houses among the French

COLOURS.

Mullingar, occupied by the 4th Battalion Royal

named Inglefield received such injuries that he lied during the afternoon. Another man broke his spine, and he and a

IN LONDON.

SOME DETAILS AND PIGURES.

Much interest attaches to the fact that an

electric tramway equipped on a surface-contact

system is about to be opened for traffic in

London. Many years have passed since surface-

contact system began to be talked about, but

very little has been done with them in practice,

In the earlier years of electric traction there

was a widespread prejudice against the use of

everhead wires for tramways, and a good deal of

time, ingenuity, and money was expended in

devising methods which would abolish the serial

construction and would at the same time be safe,

never got beyond existence on paper, some were

lar working in England. There are the Lorain

The electric tramways of the London County

Council are for the most part constructed on the

slotted conduit system. This was the method

which was adopt dat a time when the overhead

trolley wire system anywhere except with the

poles and wires. These attempts have in almost

additional routes require to be opened up

At length, during last summer, the new

Council approved of a proposal to try a surface-

contact system, and on the advice of their

engineering experts they chose the Griffiths.

Bedell, which, as stated, is in use in

Lincoln. The route selected is the horse

tramway from Aldgate along Whitechapel and

Mile End Roads to Bow, a distance of three

miles. It is a comparatively isolated line from

the tramway point of view, but carries a heavy

usually styled) to a heavy traffic test such as no

surface contact system has undergone before.

On this route it was practically impossible to

construct the ordinary conduit system, as the

roof of the tunnel of the Whitechapel and Bow

Underground Railway comes se close to the

The track work has now been completed,

and as soon as the special equipment of

the cars is fitted public service will begin.

from that in use in Lincoln. The pipe con-

taining the working conductor is egg-shaped

It is bedded in concrete, and its extreme depth

from the rail level is only 17 in. As the County

Council use 9in. of concrete, instead of 6in. as

through the pipe and is connected to an iron

strip which runs the length of the tramway and

slight electric leakage over the surface of the

insulators is thus led to earth and cannot get

on to the insulated stud. The steel wire cable

which acts as the working conductor is 13-16in.

pipe and the studs inserted in them are 6ft

apart. The stud is T-shaped, the top being

level with the street paving and countersunk in

granite blooks. The lower end is forked, and

within the fork is suspended by a coil spring a

piece of galvanised iron. At the lower end of

this is attached a carbon contact block, which is

connected by copper leads with the main portion

of the stud. When the magnet carried by the

car passes over the stud the moving piece is

magnetically attracted into contact with the

to the stud head and is collected by the car.

working conductor, and current then passes up

soon as the car has passed and the magnetic

influence removed the pull of the spring with.

draws the contact blook from the cable and the

The magnet which is hung from the car is

energised by a small storage battery which is

ted by the working current. The current

collector, instead of being a more or less rigid

skate as in some other systems, consists of a

the aprings. As to leakage, in Lincoln it

amounts to only a fifth of an ampere for three

The vertical tubes leading up from the main

street surface.

in diameter.

stud is dead.

traffic. It will put the G.B. system (as it

every point of view.

Offices, on May 30th reads :--Gentlemen,-We beg to submit to you our report and statement of the accounts for the year ended the 31st December, 1907.

PROFITS AND LOSS ACCOUNT. The result for the year shows a profit of \$13,282,32, to which must be added rents receivable \$622.22; banking interest and transfer fees \$52,24, making a total **\$13**,956,78.

This, your general managers find necessary to allocate to meet interest on mortgage and loans \$2,539,15: depreciation \$3,972.54; reserve for doubtful debts, \$1,726.96; building depreciation reserve \$2,000, and loss on subsidiary coins and exchange \$2,963.55, leaving a balance of \$754.58 to carry forward to next account.

AUDITORS. The accounts have been audited by Messrs. Lowe and Bingham.

Lowe and Dingular CHAN A G. A. V. Hongkong 11th	NATKINS.	General Managet	3.
	ATTO T OSS	ACCOUNT December 1907.	. 0

PROFIT AND LOSS A For the year ended 31st De	comber 19	07. \$ 0 1,400.00
To mortgage interest	·	1,139.16
Shop fittings and furniture	1,710.46 2,262.08	0.000 E4
To reserve for doubtful debts To building depreciation		3,072.54 1,726.96 2,000.00
To loss on storling exchange To loss on storling exchange	1,393.55 1,570.90	2,963,55
we then a corried to next	•	

To balance carried to next		754.
	•••	\$13,956
By balance of working account  By rent receivable transfer	•	13,282 622
By bank interest and transfer fees		\$13,950
BALANCE SHEET, 31st	Decembe	r, 1907.

BALANCE SHEET, 31st D	ecember,	1907. \$
Capital:— 10,000 shares of \$10 each, fully paid		100,000.
Creditors:  Leans payable  Trade creditors acceptances  Open accounts  Unclaimed dividends	2,000.00 7,099 68 4,227.04 466.10	14,692.
Building depreciation reserve  As per balance sheet 31st  December 1906  Amount transferred from 1907  profits	account : 13,000.00 2,000.00	
Reserve for doubtful debts:  As per balance sheet 31st December, 1906 Transferred from 1907 profits	3,252.7 1,726.9	6 5

As per balance speed 3,252.76 December, 1906 3,252.76 Transferred from 1907 profits 1,726.96	5
	\$1,979
Add:— Recoveries in 1907 less bad debts written eff	8 - 5,000
Profit and loss account	754
	\$135,447
- ASSETS.	\$
As per last balance sheet 31st December 1906 (see reser- 26,909).	24
ve per contra)	
1 Claimed	<b>4</b> 1-

Furniture and fittings:  As per balance sheet at 31st  December 19.6  Less depreciation at 15 per cent	11,403.69 1,710.46	
Additions during the year	9,692.63 32.56	9,725.18
 Aerated water plant:  As per balance sheet 31st	See Complete Company	5,106.90
Stock on hand (sterning of change 1-9-3-4)	66,357.51	
Less depreciation writanties off 1906 profits 3,737.92 Less depreciation writanties off 1906 profits 2,262.08	6,000.00	60,357.
Debtors:— Trade Sundries	26,966.37 2,601.04	29,567
Unexpired fire insurance and		1,105
Russo-Chinese Bank	1,601.31	

# LORD KITCHENER'S WARNIN'S.

The Globe says: That section of uninformed opinion, both in England and in India, which for some time past has been urging a reduction in the Indian Army establishment, has been fairly and (quarely met by Lord Kitchener in his weighty peech in the debate on the Indian Haboos in India, and representatives of the same type of mind in home Radical circles, have for some time been working in concert to reduce armaments, and to put, thereby, all parts of the Empire at the disposal of the first resolute enemy. Happily, perhaps, for him, it is no part of the duties of Lord Kitchener's position to reply to our the most unequivocal manner the arguments of searchlights, at the same time making a signal the native members on the Legislative Council, to the remainder of the fleet for assistance. including the notorious Mr. Gokhale, who The darkness of the night rendered the task argued that the conclusion of the Anglo-Russian of rescue all the more difficult, but most of the Agreement is a sufficient reason for weakening men from the after-part of the ship, who were our Indian defences. A year or two ago Mr. | now struggling in the water, were saved by the Gokhale was arguing that the result of the boats, and taken to the Berwick and Gladiator. Russo Japanese war would render Russia im. So rapidly did the forepart go down that there rotent for ever in the East. Withort depre- was absolutely no chance for these on it to ciating the effects of that great struggle, it is make any preparations for their safety, but on around to think that the enormous and youthful | the after part the few minutes intervening Muscovite Empire is for ever to languish under between the impact and the sinking afforded that blow. Welcome and, we trust, firmly. the men some opportunity of making provision. grounded as are our happier relations with for saving themselves. the Russian people, it would be an inconceivable ... Assuming command, the Engineer-Lieutenant act to denude the frontier on the strength of a gave orders for everyone to come up from below Treaty, even if, as is not the case, the strategic and for boats to be launched, but before the possibilities of the Russian position were the order could be obeyed the vessel gradually settled only factor to be taken into account. The down, and almost at the moment when the last economy of the efficiency on which Lord Kit- man scrambled through the hatch the vessel chener rightly insists has been well shown by disappeared. The crew had scarcely time to the unprecedented speed, success, and chespness | grasp any lifebuoys, spars, oars, or wreckage to with which the Zakka Khel expedition was keep themselves floating until the boats came carried through. The arguments of the Com- to pick them up. It will, therefore, be seen that mander-in-Chief are based on thorough know. the invaluable moments vouchsafed to those on ledge of the situation, and we are glad to see the stern half of the destroyer explain the that they were heartily concurred in by Lord | unusual circumstance that, while so many of the

BRITISH NAVAL DISASTER.

THIRTY-FIVE LIVES LOST. The naval disaster reported by telegraph in the Daily Press last month, was to the Portsmouth Division of the Home Fleet which left Spithead on a practice cruise under Rear-Admiral Arthur Mr. Farquhar, C.V.O. It was arranged that a number of mosquite vessels, acting independently, should make

surprise attack on the battleships and cruisers on the passage to Portland. The night was dark, and rain fell in a blinding drizzle. The conditions were ideal for successful operations. by the small ships. All steaming lights were out, as usual, and stern lights were masked. Under these circumstances—closely resembling those of actual war—the destroyers fell upon the bigger ships when they were off St.

Catherine's Point. During the manceuvring -the weather being very thick and vision much obscured—the destroyer Tiger, which was travelling at a high speed, ran across the bows of the armoured orniser Berwick. With rezorlike precision the great ship cut the smaller

Immed ately one-half of the destroyer sank, and the other portion disappeared a few moments later. Boats were at once lowered from the cruisers Berwick and Gladiator, and the engineer, officer, and 22 men were rescued, The remainder of the crew, including Lieut. W. E. Middleton, in command, were drowned. The death\_roll. numbered 35.

tis Majesty the King telegraphed from Biarritz to the First Lord of the Admiralty, directing that an expression of his deep sym. pathy be conveyed to the widows, and families of thore who lost their lives in the Tiger diesster. Har Majesty the Queen conveyed to the First Lord of the Admiralty her deep regret at hearing the news of the disaster, and requested him to express her sincere condolences to the rélatives of the officers and men who have lest

His Royal Highness the Prince of Wales telegraphed from Paris his deep concern at hearing of the sinting of the destroyer Tiger, and wished his condolences to be conveyed to

Following are details of the disaster, received

It was when off St. Catherine's that the Tiger ran across the bows of the Berwick, and was cut in two, sinking almost at once. With the utmost speed assistance was rendered to pick up the survivors, and twenty two were rescued and taken on board the cruiser, and torpedo craft, and brought back to Spithead. The fleet was cruising in the Channel off St. Catherine's. All lights were out both on large

ships and on the destroyers, While the operations were in progress, the Tiger, presumably, in endeavouring to make an attack on one of the big vessels, got across the bows of the Berwick. A collision occurred, and the huge armoured cruiser's stem literally out 182 the destroyer in half.

Instantly the searchlights of the fleet were jurned on to the scene, and the Berwick and the beighbouring ships promptly had their boats lowered. The Gladiator was able to pick up twelve of the crew of the Tiger, which sank simost immediately. Among the men rescued was William Newman, who succumbed shortly afterwards on board the cruiser. The other destroyers also joined in the work. At the time of the collision the Berwick was going high speed, the night was very dark, there being no moon, and a drizzling rain was falling, the accompaniment of a strong wind and 10.00 rough sea. As soon as it was realised on the 14.58 craiser that one of the destroyers had been damaged, a searchlight was turned on and

signal made to all the other ships for assistance, which was instantly rendered. In the course of a conversation a naval officer expressed views which may be regarded as of a semi-official character. The disaster, said this officer, was in the vicinity of St. Catherine's attacks, and the ships of the Home Fleet were dered to "East of Sura," there to join the inserting or withdrawing the cable, which is steaming to the westward. These carft work cruiser Naccissus, then forming one of the done at access boxes placed at intervals. One steaming to the Westward, These carft work cruiser Naccissus, then forming one of the done at access boxes placed at intervals. 209.24 attacks, and the ships of the Home Fleet were in pairs, and the Tiger and Recruit formed one pair. Their business was to discover Having found its whereabouts, they went round and came down to make the attack. From some unexplained cause the Tiger came across the bows of the curiser Berwick, and was out absolutely in two. The bow half drifted past on one side-of-

the Berwick and the stern half on the other The bow half appeared to have turned end-up and gone straight to the bottom. stern balf remained floating for about a couple of minutes, during which time the men in the engine-room and stokeholds were got on deck. '.51 | They tried to lower a boat, but time was too short, and they had to save themselves as best they could by clinging to oars, spars, and pieces of wreckage, until picked up by the boats of the Berwick and Gladiator, which were at once sent to their assistance. The destroyer must have been going 24 knots.

A Portsmonth correspondent gives following account of the disaster: On discovering the Fleet the Tiger and Recruit both discharged torpedoes. The Recruit proceeded on her course, and got clear, but for \$135,447.40 Some unexplained reason the Tiger, which was then about three bundred yards from the second ship in the line, shot across at a speed of twenty-four knots, evidently with the idea of trying to pass between the Berwick and the Prince -- corge. Her belm may have jammed. Chatham, and from this versel he passed to the but whatever the cause she went out of her

course, and got across the cruiser's bows. According to an official account the Berwick's projecting stem crashed into the Tiger between the second and third funnel with such terrific force that the little craft was rent saunder. The fore part, on which Lieutenant Commander Middleton-and most of the deck hands were stationed, immediately tilted up almost perpendicularly, and went straight to the bottom, carrying her captain and the majority of the crew with it. The after-part, which contained the engines and some of the boilers, floated away clear of the craiser, and went down within

three minutes. The Berwick at once stopped and put on her

rescued. In most disasters the reverse is the case.

At the time of the accident all the orew were on duty, as the attack had actually commenced. The men were, therefore, at their various stations, above and below deck, and Lieut-Commander Middleton was at his post by the 12 pounder gun in the bows of the vessel, a fact indicated by his having gone down with the forepart. All wore their heavy oilskins, the weight of which would cause them to sink almost immediately. It is significant that not a single man on the forepart of the ship was saved. A prelimi ary court of inquiry was held

at the Royal Naval Bararoks during the afternoon, and for this purpose the survivors were being kept in barracks. An interesting talk with a member of the crew of the destroyer Shark, which was immediately behind the ill-fated Tiger, was secured

economical, and reliable. Some of these systems by a Press representative. tried on a small scale experimentally and went "We'of the flotills," he said, "were to make an attack under cover of night in two divisions, no further, and only three have come into reguapproaching in single line. One division was headed by the Tiger, and the Shark, the Rocket, system in Wolverhampton, the Dolter system at and the Vigilant followed in that order. The Mexborough, Hastings, and Torquey, and the other division was led by the Kestre), followed Griffiths-Bedell system at Lincoln, The first by four of her class. The location of the sup- of these has been in operation for nearly posed hostile fleet was found shortly after dusk, six years and it seems to have given and the onelaught was commenced. The Tiger much satisfaction. The second has been at work went ahead at a terrific pace, and we in the for about a year and does not appear yet to have Shark were working the furnaces so much got over all the troubles of the early stage. The that flames spurted up out of the fu-nel to third has been in use for two years, and locally a height of 4ft, This, of course, would be it is reported to be highly satisfactory from sufficient to betray our presence to an enemy which was itself shrouded in darkness, and we received peremptory orders from the shief engineer to rectify the error.

"I should think we were travelling at the rate of twenty-seven knots an hour, in a choppy wire system was anathems to the Council. sea and a thick, drizzling rain, with not a clause was inserted in an Act several years ego glimmer showing as ywhere. The T ger made. to go athwart the bows of the Berwick, there being apparently sufficient room, the Prince consent of the Metropolitan Borough Councils George, which was acting as scout to the birough whose districts the lines pass. Not so equadron, being some considerable distance long afterwards the County Council began to shead. The Tiger had half cleared the Berwick, realise how great was the capital expenditure in and had simultaneously sent up a recket to which it was involving itself. The cost of the signify that the attack had been successfully track work alone, with its deep excavation for accomplished, when there was a startling crash the conduit, soon ran up to over £35,0 0 per as the sharp bow of the bigger vessel caught her between the aft boiler and the engine-room, and to get the Borough Connoils to consent to the sliced her completely in two. The Tiger had as overhead wire system, which would only cost much chance as a sarding-tin against a railway. half the money for permanent way, including

We in the Shark narrowly escaped being all cases failed. Millions are being sunk in involved in the mischief, and our little craft the London electric tramways, many miles of swerved saide in answer to the helm just in horse ines remain yet to be electrified, and time. Destroyers, when the searchlights illumined the scene, were found all close up against Despite the enormous traffic the tramways, as the squadron, and they were soon rendering shown by the recent commercial audit, are assistance to the struggling men. When the barely paying their way. rescues had been completed, the Gladiator took the survivors back to port, but the Berwick remained for some time circling around the spot, in the hope of making further resouss, The flotilla received orders to return to Stokes Bay, where we arrived about midnight.

According to eye-witnesses, the end of many of those who perished must have been terrible. The tows of the Berwick crashed right into. the vitals of the destroyer, and a great sheet of flame le pt up from the suddenly-opened stokehold, while volumes of water poured in upon the furnaces. The result was that clouds of scalding steam arose all around the doomed

A statement is attributed to Engineer-Lieut. nning, of the Tiger, to the effect that they "did not see the Berwick until she was within lew yards of the destroyer, and that the collision could not then have been averted. Lieut. William Edmund Middleton, the com-

manding officer of the lost destreyer Tiger, who The construction differs in several details sank with her, was a grandson of Colonel W. A. Middleton, C.B., and a nephew of Sir Evan MacGregor, who recently retired in section with the smaller end downwards, and from position of Permanent Secretary to the it measures 6in, vertically by 5in, horizontally. Admiralty. The career of Lieutenant Middleton, who was about 28 years of age, had been comparatively uneventful. He entered the training-ship Britannia at Dartmouth in in most towns, the extra digging for the trench January, 1894, and two years later, fresh from is very small. The insulators which carry the his passing out examinations, he was or cable are spool shaped and not as rollers for ships of the China Squadron, and commanded by Captain-now rear-admiral in command of the Irish station-George F. King-Hall. He

spent three years in the Far East, and then is connected af intervals to the rails. Any in the spring of 18 9 he was appointed to the old Wandsrer-Lieutenant and Commander Lawrence de W. Satow-then acting as tender to the training-ship Boscawen, at Portland. This was a remarkable transition from the Narcissus, for the Wanderer was a little sailing sloop, barque rigged, of 925 tons displacement. From Portland the young officer went on to college for his sub-lieutenant's examination, taking a first-class certificate for pilotage, and " seconds " for seamanship, navigation, gunnery.

Shortly after leaving the Royal Naval College he was on his way back again to China waters, having been appointed Sub-Lieutenant in the destroyers Whiting. In the same autumn, on becoming a Lientenant, he was transferred to the cruiser argonaut, and subsequently to the Blenheim, on the some station, and at last returned to England in 1904 to join the Royal Naval Barracks at Devonport, after a longer spell in the Far East than falls to most young officers. His service at the Western port was not of long duration. His desire to be exercising more or less independence led to his selection in March, 1905, for the command of the destroyer Walland, then in reserve at Tiger twelve months later, this craft being at the time one of the nucleus crew ships at Ports.

Thus, for just over three years Lieutenant Middleton had been in command of one of these mosquito ships of the Fleet. He was, indeed, singularly experienced in the handling of such small vessels of high speed.

FORMER DISASTERS. The sinking of the Tiger has been accompanied by a more grievous loss of life than any disaster since the foundering of the sloop Condor in a gale off Cape Flattery, in

Royal Sovereign; 5 men killed and 19

1901.—Sloop Condor foundered, with all hands, off Cape Flattery; Commander Clifton Solster and 102 others drowned. 1902—Gun explosion on board the battleship Mars; Lieutenants Monroe and Miller and 10 men killed.

1902-Lieutant Arthur Pringle and two men killed on board the battleship Formidable. 1903-Boiler accident on board the cruisor Blake; 2 men killed and 5 injured. 1904—Submarine A 1 run down by the Berwick stock. Forty-eight of these large bogie cars. Castle, off the Nab, and sunk; Il death & 1905-Explosions on Submarine A 5; 1 officer

and 5 men killed. 1905—Submarine A 8 sunk off Plymouth Breakwater: 15 drowned. 1905 -Battleship Montagu wreeked on Lundy Island; no deaths. 1906. Torpedo boat No. 56 capsized at Port

Said : 7 drowned. 1907.—Explosion on board Submarine C 8 1 officer killed.

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USED IN HOSPITALS IN PREFERENCE TO ANY OTHER BOTTLED BEER. Highly Wholesome. Specially Pasteurized (instead of being doctored with preservatives) for use in Tropical Climates.

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WINE, SPIRIT & CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

Hengkong, 9th May, 1908.

HACKENSCHMIDT BEATEN.

Georges Hackenschmidt, the world's champion wrestler, has acknowledged defeat in Chicago at the hands of Frank Gotch, the American champion, after a two hours' struggle, during the whole of which the referee did not award a fall. The ex-champion's version of the methods by which he was beaten appears in the followproviding that the Council should not use the

The tactics by which I was defeated on American soil would not have been tolerated in England. Gotch's body was oiled, which prevented my holding him. All the world knows

"Gotch dug his finger-nails in my face and tried to pull my ear off and to poke his thumb in my eye. He fought not like a man but like

estimated Gotch's power. I thought it unnecessary to train much. For two weeks after my arrival from England I went on tour in the East, and then harried to Chicago. Owing to the attitude of the management of the Chicago Athletic Club, where I was to train, I only went there twice. Consequently was wholly unfit to meet Gotch. However, I am confident that if my opponent had acted fairly I should have beaten him.

"Once in the ring I began to be aggressive, But Gotch would not 'come on. 'I saw his body was oiled, but the referee did not heed my protest. I perceived that everybody about the ring was prejudiced, so I decided to keep silent and do my best. "Soon my antagonist began to jab bis thumb

in my eye. Then he caught hold of my ear and started to pull. In releasing my ear his fingernail slipped across my face. You can see where he tore the skin off.

- "Now happened an unusual thing. Gotch has a peculiar trick which I think is illegitimate. He seized my big toe and tried to sprain it and oripple me by breaking the bone. Throughout the match he kept on pulling and

wrenching my toe. "At last I said to myself, This is not a wrestling but a butchery match, After an hour and a half I was disgusted and ready to leave off. But I decided to try again.

"Gotch seemed to weaken, but, cheered by the crowd, he kept up his work, so that half an hour later I said, 'I am done.' I was not burt much but I did not want all the skin pulled "I never appealed for a draw. I was both

quicker and more powerful than Gotch. Certainly I did not train enough. Had I done so I would have beaten him, despite his oil, his scratching, his toepulling, and his ear-butchery. I ask the English public through you it this was fair dealing: I return to England in a few days to appear at the Metropolitan in the Edgware-road two weeks hence.

"I have not the slightest intention of retiring. I shall keep all my English engagements and, now that I know Gotch, will train to win back the championship, but not on American soil. I do not think American ideas are spor-

I trust when the English public considers ing or fair. to injure my reputation. I try to uphold tention is drawn to the fact that since the war receive applause for my position when I arrive East has become so involved that if Japan and in England. Financially I am sound. I have China declared war against Russia the whole made £4,000 since my arrival in America, and Russian coastline on the Pacific would be my future contracts with English music-halls unprotected unless Russia builds railways oall for £4 il) a week."

Auditorium Hotel, and he showed his face. The keep the Eastern China Railway and its other whole of the left side was badly lacerated and valuble possessions in the Far East. scratched, the ear was torn, and the left eye It is estimated that the cost of laying down the Russian appeared happy. He jumped about | Khabaravsk, not inclusive of the rolling inflamed and very sore. As he talked, however, a line the room, laughing and giving imitations of stock, and the branch line to Blagovests. Gotch's onslaughts. I was straid he was going | chensk, would be £22,942,570, or £16,860 per to bite," said the ex-champion.

ELOCUTION AND AMBIDEXTERITY.

A very curious statement is made by Professor Santori in the "Diritti della Scuola" poles. When the magnet passes over a stud with respect to ambidextrous persons. He the links are magnetically drawn down and make | insists-most strongly that obildren should be taught to use both hands equally, for he declares filed by Mr. Harvey H. Watkins, general stud it is drawn from contact with the road by that the almost exclusive use of the right hand manager for the Orient of the Davis and the left of the body. Not only are the muscles re-examination of his application for the registraof the left arm weakened, but also those of the tion of a trademark, which had been refused. mile with 9-ton cars on a level track. The lung is less developed, the circulation of the ed in the Japanese. Official Gazette, " it London route is also level. Regarding cost blood is feeble, the breathing is imperfect, and appears that the examiners in the Patent Bureau £1,000 per mile of single track more than first to be attacked by tuberculosis. The brain mark, which is formed of a combination of two for the overhead wire system. The following | itself corresponds to the use of the hands, for | English words, "Painkiller," on the ground figures have been put before the County Council whereas in right-handed persons the centres that it had now become a common name to as the cost of the Aldgate to Bow installation. which govern the torgue occupy the left designate a particular kind of medicine, widely a 1901.—Destroyer Cobra aunk in a severe gale The length of route is three miles, giving six hemisphere, they are found in the right lobe in used, and it was now familiar to the public in the Lincolnshire cosate Lieutenant The length of route is three miles, giving six hemisphere, they are found in the right lobe in used, and it was now familiar to the public in the length of route is three miles, giving six hemisphere, they are found in the right lobe in used, and it was now familiar to the public in the length of route is three miles, giving six hemisphere, they are found in the right lobe in used, and it was now familiar to the public in the length of route is three miles, giving six hemisphere. track. A large part of the track constructionitem his theory is true, however, pisnists, who have, America by any one else except Perry Davis, would be the same for the trolley system, and so to speak, two right hands, should be who afterwards made it the trade mark of the the rails, special track work, and feeder cables | remarkable linguists and elecutionists. The medicine invented by him. and ducts would be exactly the same. It will matter has not been inquired into, but there is be noted that the cars themselves are not exceptionally gifted speakers. included, as they form part of the Council's

LATEST STEAMER MOVEMENTS.

with roof covers may be taken roughly at £40,000, bringing the total for construction, equipment, and rolling stock up to about £122,000, or some £20,000 per mile of single Power station and sub-station costs are of couse left out, as the Council's power station at Greenwich supplies current for the whole of the

tramways, both north and south of the Thames, Yokohama yesterday at 8 a.m.

Accompanied by Terrible Itching— A Complicated and Most Distressing Case—Well-known Remedies Failed to Cure—Doctor Thought an Operation Necessary—Then

# CUTICURA PROVED ITS WONDERFUL EFFICACY

"I am now eighty years old and one morning, three years ago, I was taken with a hard pain in my right side. In two days I had an attack of piles (hemorrhoids), bleeding and protruding. The doctor gave me some medicine and an eintment for them which helped me some but I had to keep using them al. remedy; but if I did not use it every said the only help for me was to go to a hospital and be operated on. At this time, about a year ago, I went to for four or five months but did not get much help for my piles. During this -of my body. They bothered me all I would get one healed and enother would come. These sores changed to eczema, accompanied by a terrible itching. It seemed as if I could not keep my hands from tearing my flesh. This and the pile trouble brought on an inflamed condition. I got the Cutleura Remedies. washed the affected parts with Cuticura Boap and warm water in the morning, at noon, and at night, then used Cuticura Ointment on the irritated surfaces and injected a quantity of Cuticura Ointment with a Cuticura Suppository Syringe. I also took Cuti-cura Resolvent Pills three times a day. It took a month of this treatment to get me in a fairly healthy state and then I treated myself once a day for three months and, after that, once or twice & It is fortunate that I used Cuti-The treatments I had tried took & lot of money that I would have saved by using Cuticura Remedies sooner, but am wiser now, and I would not feel safe without them. J. H. Henderson, Hopkinton, St. Lawrence Co., N. Y., U. B. A., April 26, 1907.

Send to nearest depot for Cuticurs Book on Treatment of Skin Diseases. Book on Treatment of Skin Discussion Complete External and Internal Treatment for Every Humor of Infants, Children, and Adults consists of Cuticura Soap to Cleanae the Skin, Cuticura Ointment to Heal the Ekin, and Cuticura Cura Ointment to Heal the Ekin, and Cuticura Cura Ointment to Heal the Ekin, and Cuticura Cuticura Suppository to Purity the Blood; also the Cuticura Suppository to Purity the Blood; also the Cuticura Suppository Eyringe. Sold throughout the world. Depote: Eyringe. Sold throughout the world. Depote: Eyringe. Sold throughout the world. Rus de London. 27. Charterhouse Sq.: Paris. 6, Rus de London. 28. Charterhouse Sq.: Paris. 6, Rus de London. 29. Charterhou

THE AMUR RAILWAY PROJECT.

St. Potersburg, April 4. The importance of the projected Amur Railway, especially from a strategic aspect, was so great, that the question was left to the Duma Committee of Ways of Communication, and the Committee has just handed in its report. At-Hackenschmidt was in a sitting-room in the construction is called for if Russia wishes to

of railway from Nerohinsk to coming spring then it could be finished in

TRADE MARKS IN JAPAN.

"PAINKILLER" & LORIDA WATER. The Patent Bureau has rejected a petition According to the decision in this case publish-

Surface contact equipment for 48 cars ... 3,360 they are for the most part ambidextrons. But alleged as the name of a medicine, In fact, Royalties ... ... 3,000 the question remains, are waiters ambidextress the name was first adopted to designate a 282,828 waiting because of their double handedness? by Perry Davis, an American, sixly years ago, This is equal to £13,800 per mile of single The Professor does not solve this problem. If and it had never been used in Europe or

petition, ruling that the word "Painkiller" had now been known for sixty years as the name of a medicine made from a herb, and, as admitted by the petitioner, there were people in America who would regard the word as a common term. As it thus described a The Boston str. Kumeric left Manils on particular kind of article, it came under the Friday morning, the 8th inst., and should arrive category of "common names of goods" laid The I.G.M. str. Prinz Sigismund which left Law and it was not entitled to be registered. here on Saturday, the 2nd inst., arrived at For these reasons the petition was rejected.

Advertisements and Subscriptions which are no ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should

be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash: Telegraphie Address: PRESS. Codes: A.B.O., 5th Ed-

P.O. Box, 33, Telephone No. 12,

## NEW ADVERTISEMENTS

NOTICE.

, P. NALIN has been appointed ACTING AGENT for MESSAGEBIES MARITIMES and CHARGEURS REUNIS during my Absence from the Colony.

Hongkong, 9th May, 1908

#### NOTICE.

WONG WOO, JEWELLER, ETC., of 66. Queen's Road Central, begs to inform the General Public that he has never beretofore soted as Guarantor for any person or persons and should such be done in future the doouments must inevitably bear the Signature of his Sole Representative Mr. Chrung Kind

Hongkong, 9th April, 1908.

CHINA & JAPAN TELEPHONE &

Chinese. Apply personally at the Company's Notice posted in the Hall of the Club Hongkong Office in Duddell Street between the hours of 10 and 11 A.M. 11 nekong, 9th May 1908.

ELECTRIC CO., LTD.

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to-

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 9th May, 1908.

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NE Large Front ROOM. Suitable for Married Couple or two Gentlemen, every house comfort 6. OBSERVATORY VILLAS,

Kowloon. Hongkong, 9th May, 1908.

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Atl Other Philatelio Goods. GRACA & CO., Hongkong Hotel Corridor. Hongkong, 9th May, 1908.

NOTICE TO CONSIGNEES. -

FRIHE P. & O. S. N. Co.'s Steamer.

"CANDIA," FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Curgo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours...

Goods not cleared by the 12th inst, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Go. downs for examination by the Consigner's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT. Acting Superintendent. Hougkong, 6th May, 1948.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co. s Steamer

"CEYLON," FROM ANTWERP, LONDON, MALTA. PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within Goods not cleared by the 14th inst., at

4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT. Acting Superintendent. Hongkong, 8th May, 1908.

# NEW ADVERTISEMENT

PEAK TRAMWAYS CO., LTD.

NTOTICE IS HEREBY GIVEN that IN the ORDINARY ANNUAL GEN-ERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, on SATURDAY the 16th day of May, 1908, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for tle year ending 30th April, 1908. - The TRANSFER BOOKS of the Company

will be CLOSED from the 13th to 20th inst both days inclusive. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 9th May, 1908.

# INTIMATIONS

/FIRANSLATED NOVELS \* (some \ illn strated). Actresses' Photos; catalogue free, or with sample, 21d. (letter postage).—A
DE SAILLE, 20, Rue de la Michodière, Paris.

STAMPS FOR SALE

COLLECTION of 3,600 POSTAGE STAMPS of Various Countries, some very rare specimens. seen by arrangement at the KOWLOON BOOK STALL,

Hongkong, 8th May, 1908.

Kowloon.

HONGKONG CLUB NOTICE.

A N EXTRAORDINARY GENERAL MEETING of the Members of the LADY OPERATOR is required for Club will be held in the Club House on Kowloon Exchange. Must reside in THURSDAY, the 14th May, 1908, at Kowloon and be able to Speak English and 5.15 P.M., for the purpose set forth in the

> By Order, JAMES CRAIK, Acting Secretary.

HONGKONG CLUB.

Hongkong, 30th April, 1918.

NOTICE.

N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5 25 P.M. for the purpose set forth in the Notice posted in the Hall of the Club. By Order.

JAMES CRAIK. Acting Secretary. Hongkong, 30th April, 1908.

CHINESE ENGINEERING MINING COMPANY, LIMITED.

N INTERIM DIVIDEND of One Shilling and Six Pence per Share free of lax for account of the year ending 29th February, 1908, has been declared by the Direc. tors of the above Company. Ccupon No. 10 is Payable on 1st MAY at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai. SHEWAN, TOMES & CO.,

A 206 8 Hongkong, 1st May, 1908.

FRENCH LESSONS,

TRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English

Apply by letter to- B. R., Care of "Daily Press" Office. Hougkong, 13th November, 1906

# BEKANNTMACHUNG.

TIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton worden während des Jahres 1908 durch den Ostasiatischen Lloyd und die "Hongkong Daily Press ' orfolgen KAISERLICH DEUTSCHES

KONSULAT. Kauton, den 31. Dezember 1907.

BEKANNTMACHL G

I I E amtlichen Veröffentlichungen des Konsulats Pakhoi-Hollow werden im Jahr 1908 durch den "OSTASIATISCHEN LLOYD" nod

"THE HONGKONG DAILY PRESS' Der Kaiserlich Deutsche Konsul, H. VON VARCHMIN. Pakhoi, den 12. Dezember 1907.

PRIVATE BOARD AND RESIDENCE MRS. GILLANDERS

"CLAREMONT" 2 & 4. KENNEDY ROAD. Hongkong, 9th February, 1907

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

SURGEON DENTIST, No. 10, D'AGUILAR STR-E1 TERMS VERY MODERATE.

Consultation Free, Hongkong, 21st September, 1905

LADIES, PLEASE NOTE!

# REMOVAL SALE.

INVERYTHING must be cleared, even at RUINOUS PRICES, prior to our REMOVING to New Premises. FOR CASH

Now is the time for you to secure GENUINE BARGAINS. · Please call and see for yourself.

HOOSAIN-ALI & CO., 25, Queen's Road Central,

Under Hongkong Hotel. Hongkong, 1st May, 1908.

# NOTICES OF FIRMS

NOTICE.

bave Authorized Mr. HERBERT SUTTON to Sign my Firm by Procuration from This Date. T. E. GRIFFITH.

Canton, 2nd May, 1908. HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

TURING my Absence from the Colony Mr. R. J. MACGOWAN will ACT as MR. R. J SECRETARY. By Order,

EDWARD OSBORNE, Secretary. Hongkong, 7th May, 1908.

NOTICE.

N and after the 18th instant the NEDER-LANDSCHE HANDEL-MAATS CHAPPIJ (Netherlands Trading Society) will conduct its business at No. 5, Queen's Road Central (in the Offices now occupied by the National Bank of China Ld.) J. L. VAN HOUTEN.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ. Hengkong, 7th May, 1908.

# WANTED

WANTED.

for British Firm in Tripeb, Formosa, Apply, loon. stating Salary required and previous Experience to-

Care of ' Daily Press " Office. -Hongkong, 8th May, 1908.

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MHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent. One ROOM with Verandah and Small Room on the Second-floor of No 8, Dos Voeux Road Central, above our Office, Suitable for business premises or dwellings. First Floor of No. 6, Queen's Road, Central, comprising Six Large Rooms and Onthouses suitable for business Premises or Dwellings, now occupied by FEED. BORNEMANN.

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- Apply-CHATER & MODY. Hongkong, 24th March, 1908,

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No. 61, CAINE ROAD. Apply to-SAM WANG CO., LTD., \_\_\_Bl. Queen's Road Central. Hongkong, 22nd April, 1908.

TO LET.

FFICES in ALEXANDRA BUILDINGS."

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EITHER Side of the WHARF. Terms on Application to-DOUGLAS LAPRAIK & CO., General Managers

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TZ OWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD. Hougkong, 18th January, 1908.\_\_\_\_221

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AAC IEN AND MUNICH FIRE IN. SURANCE CO. OF AIX UA-CHAPELLE.

TIBE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates.

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£17,837,119.

AUTHGEISED CAPITAL ... £3,000,000 SUBSCRIBED CAPITAL 2,750,000 PAID-UP CAPITAL 687,500 0 II. FIRE FUNDS ...... 3,386,720 19

Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.

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COLD STORAGE THE HONGKONG ICH COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Managor. Hongkong 1st April, 1908

> STORAGE. FOR COAL TIMBER, &C.

TO BELET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER Also FOR SALE. Portious of MARINE LOTS Nos. 31 & ?

43,000 SQUARE FT. 999 YEARS' LEASE For Particulars, apply-GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906.

on PRAYA EAST. Approximate ARE



MITSU BISHI DOCKYARD ENGINE WORKS,

NAGASARI.

DOCK No. 3.

CODE WORD: "DOCK." A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

Extreme Length ... 722 feet. Length on Blocks 714..., Width of Entrance on Top ... 964 Width of Entrance on Bottom ... 881 Water on Blocks at Spring Tide 341 DOCK No. 1. Extreme Length ... 523 feet. Length on Blocks ... 513 Width of Entrance on Top

Width of Entrance on Bottom ... 77

Water on Blocks at Spring Tide

DOCK No. 2. Extreme Length ... ... 571 feet. Length on Blocks Width of Entrance on Top ... 66 Width of Entrance on Bottom ... 53 Water on Blocks at Spring Tide 22

PATENT SLIP. Suitable for vessels up to 1,000 THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their

No Claims will be admitted after the Goods have left the Godowns, and all Goods cemaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be prosented to the Undersigned on or before the 20th May, or they will not be recognized, All broken, chafed, and damaged Goods are

examined on the 12th inst, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB. LIVINGSTON & Co.,

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

THE Steamship "BUELOW,"

Godown Co., Ltd., Kowloon whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before

\_All\_broken-chafed, and-damaged Goods are to be left in the Godowns, where they will: be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD.

MELCHERS & CO. Agents. Hongkong, 5th May, 1908.

NOTICE TO CONSIGNEES. FROM NEW YORK VIA SUEZ CANAL.

'INDRASAMHA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risks into the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon. where each consignment will be sorted out mark

Goods not cleared by the 13th inst, at 4 P.M. will be subject to rent. No Fire Insurance has been effected by us in any case whatever.

which no claims will be recognised. Optional goods will be landed here unless

nstructions are given to the contrary before

NOTICE TO CONSIGNEES.

SINGAPORE. FITHE Company's Steamship "HAKATA MARU," having arrived from the above Ports, Con-

the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before Goods not cleared by the 13th inst., will be

within ten days of the steamer's arrival here. after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

(Floric and Rubattine United Companies). NOTICE TO CONSIGNEES.

NAVIGAZIONE GENERALE

ZHE Steamship "CAPRI,"

All Claims must be sent to the Office of the undersigned before Noon on the 16th inst., or they will not be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject

No Fire Insurance has Been effected. CARLOWITZ & CO.

Hongkong, 7th May, 1908.

S.S. "BENARTY."

risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon ... Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

to be left in the Godowns, where they will be

Agents. Hongkong, 5th May, 19(8,

NOTICE TO CONSIGNEES.

having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon-Wharf and

TUESDAY, the 5th inst., at Noon. No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 12th inst, will be subject

All claims must reach us before the 16th inst. or they will not be recognized.

"INDRA" LINE LIMITED.

THE Company's Steamship

by mark, and delivery can be obtained as soon as the Goods are landed.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after

JARDINE, MATHESON & CO., LD. Hongkong, 7th May, 19.8. NIPPON YUSEN KAISHA.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND

OON, TO-DAY, ...

signees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as

NOON, TO-DAY. subject to rent. No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All Claims must be presented

ITALIANA FROM BOMBAY AND SINGAPORE.

Hongkong, 6th May, 1908.

having arrived from the above Ports, Consigness of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

to reut. All broken, chafed, and damaged Goods are to badest in the Godowus whiere they will be examined on the 14th inst. at 9.30 A.M.

10 & 12, Place de la Bourse. ECURITIES issued by PARIS European Gov'ts and WRITE FOR Municipalities offering DESCRIPTIVE prospects of immense returns. PAMPPLETS

To be purchased for each or on the "Times" system of monthly payments.

SUNLEFE, RUSSELL & CO. being the oldest-estabworld, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checkedalter everyDrawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until Hast Bond drawn. All transactions confidentful. 

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# SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO, LTD. As Supplied to the House of Commons.

# London Buying Agents

Q We offer you our services as buying agents for British or Continental goods. Established in 1844, but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable staffs, manage different departments, buying with greatest care every class of goods, giving our customers all the advantages of wide experience, and ensuring their requirements being rightly supplied at lowest prices and best discounts.

KEYMER. SON & CO. Whiteiriars, London. Telegrams, "Keymer, London." ..... Met. 1966.



MARTIN'S

PIOL8STEEL I French Remody for all trragmarities. Thousand of Ladius keep a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their charmons side. At all Chemists and Stores, or post five the MARTIN, Chamist, BUUTHAMPTON, EMQUARD.

> A SAFE REMEDY FOR ALL

SKIN AND BLOOD DISEASES If you suffer from any disease due to an impure state of the Blood, FROM WHATEVER CAUSE ARISING. you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubted because this wonderful remedy does what it Professes to do-it cures skin and blood diseases PERMANENTLY.

# Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For BAD LEGS, BLOTCHES, SCROFULA. SCURVY, ECZEMA, BLACKHEADS, BLOOD POISON. PIMPLES,

SKIN AND BLOOD DISEASES, It is a safe and Permanent Remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and

NOTE. This mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL I-TOOK CLARKE'S BLOOD MIXTURE. Mr. F. E. Lewis, 48 Bridge Street Row, Chesterwrites: Just a line in favour of 'Clarke's Blood Mixture.' I had eczoma for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitute to your wonderful 'Clarke's Blood Minture." -June

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ASK FOR . . . CLARKE'S BLOOD MIXTURE and beware of worthless imitations and substitutes

### MANNERS AND MOTOR-CARS:

DOES YOUR

LIKE

THIS!

IF So, THE CASE OF THIS GENTLEMAN IN JAVA, CURED OF BACK PAINS AND DIZZINESS BY

DR. WILLIAMS' PINK PILLS, WILL INTEREST YOU.

Mr. J. B. van Stralendorff, an employee in the firm of Messrs. J. van Gorkom and Co., Chemists, at Djokjakarta, Java, says, "Dr. W lliams' Pink Pills are really wonderful, and the following are the facts upon which he bases his enthusiastic opinion.

"I suff-red for a long time from pains in the back and dizziness," said Mr. Van Stralendorff. "In fact for no less than four years I was sflicted in this way. Very often I had to leave work and go home, there to remain for three or four days at a time. The attacks of dissiness were so terrible that I was obliged to blindfold my eyes and to close the shutters of my room to keep out all light. The pains in my back and shoulders also were exceedingly severe. had no appetite and always felt depressed and worn-out. During this period of ill-health I tried many medicines, but as instead of getting to give up my position.

People. I saw that many people were being it at 50 miles a week for each vehicle, was 3,150 panies that think they can crush us. We don't benefitted by the use of these Pills and so I millions. In connection with the effect of the want to strike for the sake of striking, but we resolved to try them myself. After the use of motor-car on road construction and maintenance are fighting for our rights, and we ask the public three bottles of Dr. Williams' Pink Pills I feit it was interesting to reflect that up to twelve to he'p us." Her friends cheered heartily, and greatly relieved of my ailments, so I continued | years ago there were many main roads which so did sympathisers among the remaining restored to health. It is about a year since I places in such bad condition that it was almost being accoded to; the managing director stood was cured by Dr. Williams' Pink Pills. I have impossible to drive a vehicle at any pace on firm by the manager, so that nothing remained had no return of any of my former complaints. them: For example, the road between Inverness but to dismiss the waitresses and draw down the lam in grand health and can work better now and Perth had fallen into such a state of disuse blinds. And this was done. As the girls

It is simply this, that they strengthen and of metor-cars, in fact 90 per cent of the invigorate all the organs of the body, through road traffic between Blair Athol and Invertheir powerfu action on the blood. Impure ness now consisted of motor-care. In 1898 the weak blood is the cause of most disease, ill- fine coaching highway of our forefathers health can no longer exist when the blood has between Basingstoke and Winchester wash been made strong and good. That is why grass grown and had become little better than a Dr. Williams' Pink Pills are constantly curing | country lane. To-day motor-cars bound for the Aching backs, Disorders of Stomach and Liver, South and West of England passed slong it in Dizziness, Paralysis, Beri-Beri, Early Decay, their hundreds by day and by night. Near towns Nervous Breakdown, Debility, Antemia, Skin and villages the demand for the use of dustless Diseases, Boils, Pimples, and the after-offects material was becoming so insistent that surof Fovers, Dysentery, Influenza and Chills. veyors and highway committees were being They are sold by most chemists and can also be forced to study, apparently for the first time in had from the 1)r Williams' Medicine Co., 70 years, the problem of how to make good roads Singapore, six bottles for eight dollars or one of durable and withal du ties material. Every bottle for a dollar and a half p st free. For the nilments from which ladies suffer at periodical intervals between the ages of fifteen and forty-

by Williams five they are the world renowne Mremedy. .. Mapeedily restore health to men broken down by overwork, excesses or residence in unhealthy climates.

JOINT STOCK SHARES.

Mesers Vernon & Smyth say in their weekly share report, dated Hongkong 8th May, 1908. Business generally has been less active during the past week, but for some stocks, notably Banks, a fair investment enquiry is still met with, and our market closes firm with a tendency in some cases to advance. Bar-Silver is slightly lower at 24.3.16d, and sterling exchange has declined to 1/91 T.T. Shanghai is unchanged at 741 T.T.

BANKS.-Hongkong and Shanghais after sales at \$6925 have advanced to \$695 with sales and further buyers. London has improved to £74. Nationals can be placed at \$52.

MARINE INSURANCES.—Unions are quiet with small sales and further sellers at 37971. China Traders and North Chinas are still in request at last quotations, and Yang'szes at the improved rate of \$145. Cantons have been sold in a small way at \$235, and more shares are procurable.

FIRE INSURANCES .- Hongkongs are firmer with buyers at \$3124, and Chinas at \$92 after sales at \$91 and \$911.

SHIPPING.-Hongkong, Cauton and Macaos have been booked at \$29, and a few more shares. are procurable at the rate. Indo-Chinas, China and Manilas and Douglases have not been dealt in during the interval, and quotations are unchanged. There are sellers of Star Ferries at \$32 and \$18 for the old and new issues respectively, and Shell Transports could probably be obtained at 45s.

REFINERIES. - China Sugars are quiet at \$135 after a small sale at the rate, and Luzons are still neglected at \$15.

MINING.—A small parc el of Raubs has been done at \$81 at which rate there are buyers. Charbonnages continue in request at \$560. DOCKS, WHARVES AND GODOWNS .- Hong. kong and Whampoa Docks have been booked at \$103, \$103; and \$104, market closing with a

Hongkong and Kowloon: Wharves have been done at \$52. New Amoy Docks continue in request at \$91 and Shanghai Docks have buyers sittings are free and unappropriated. Visitors at the improved rate of Tl. 83. Shanghai and welcome. Books, &c., provided. Hongkew What ves are quiet at Tls. 223. LANDS, HOTELS AND BUILDINGS.-Hong.

SORES OF ALL KINDS and Hotels are all procurable at quotation, and "Turn Thy face" (Attwood). Subject: "A Shanghai Lands at the slightly lower quotation of Tls. 113k in the North. Humphreys Estates. have sold and continue in request at \$10.

COTTON MILLS. -Hongkong Cottons after sales at \$101 have improved to \$11 with buyers. We have heard of no local business in the Northern stocks for which closing quota ions are as follows:-Ewos Tls. 58; International; Tls. 57 Thousands of wonderful cures have been effected Laou Kung Mows T 771 and Eoy Chees T, 269.

MISCELLANEOUS.—China Borneos have again been booked at \$103, and China Providents at \$9. Dairy Farms are wanted at \$194 after small sales as the rate, and Electrics are in demand at the improved quotation of \$15; ex the dividend and bonus of \$1.20 per share for 1907, paid on the 4th inst. Green Island Cements in the early part of the week were done in a small way at \$107, but latterly this stock has hung fire, Churchings before or after any of the services and our market closes with some sellers at the quotation. Peak Tramways have improved to \$13# for the old scrip, and \$2# for the new, both closing with buyers. Ropes have again been booked at \$33 at which rate a few shares are procurable. Union Water Boats can be placed at \$111 and Watkins at \$3.

That assy communication creates good manners was the lesson in proverbial philosophy drawn from a lecture on the modern motor-car It culminated one day in April in a strike in a and its effects delivered last month at the restaurant during the luncheon hour—a strike Royal Institution, Albemarie-street, by Lord of waitresses. The result was that the Montagu of Beaulieu. Historically speaking he establishment, the "Cabin," in Piccadilly, had remarked that it is not altogether correct to to close its doors for the time bying. There say that the motor-car only commenced its was something in the nature of a skirmish career in 1895, for from 1827 to 1835 steam owing to one of the waitresses being informed carrieges ran every day on the highways of this | that her services were no longer required. She country carrying passengers, goods, and mai ii, had the sympathy of her colleagues, and it was and if it had not been for the opposition of the thought that further upheaval would be avoided borse breeders and owners of that time, and by her subsequent reinstatement. The recentlythe commence rent of the railway era, both in app inted manager was accused of being the matter of roads and road mechanical 'tyrannical, and the waitresses not only demanded locomotion this country would in a few his dismissal but insisted that none of those who years probably have been shead of the took part in the first demonstration should be rest of the world to an extent that would dismissed for three months. The management have retarded the development of railed conceded the latter point, but refused the against free-wheeled locomotion. Ill-advised demand for the dismissal of the manager. and restrictive legislation against mechanical. To throw down their trays was the way locomotion on the roads, however, barred further deemed best by the girls in order to show progress, and the prejudice existing in England their resentment, and they selected the busiest against any vehicle not drawn by animal power hour as the most suitable time for the was a drawback which took many years to operation. The resturant was crowded at the surmo nt from a legislative point of view. moment, and immediately the whole place was Even at the present it has not altogether dis. in a state of confusion and excitement. Many ar peared. Less than ten years ago many of of the customers were half-way through their his friends and relations looked on him as a meal, others had finished their choose and wanted vulgar person, who had lost caste beyon't all their checks. They were unable to get them. hope, because he went about in motor-cars. The girls had a mass meeting in the restaurant, (Laughter.) Nowadays the effects of the motor- and the situation was not devoid of humour, car on our everyday life are becoming very though the panga of hunger might at first have important. A sum of over twelve millions caused feelings of resentment among newcomers. sterling was already invested in this country in News of the strike spread rapidly, a large crowd motor plant and machinery, without taking into gathered round the premises, and the services account the accessory trade, and the output of of extra police were required to control the the motor-car industry in this country would traffic and otherwise preserve order. The better my miserable condition became worse at not be less than £6,000,000 during the present managing director was sent for. He declined last I feared I should not be able to continue year. The estimated number of persons em- to give way on the main point, the suggested work much I nger and that soon I would have ployed in the industry was 300,000, the estimated d'amissal of the manager. Speeches were made value of the motor-cars and motor-cycles used to those of the customers who stayed behind "to But about this time my attention was in Great Britain was £29,320,000, and the see the fun." Mounting a table one of the directed to Dr. Williams' Pink Pills for Pale testimated number of miles run in a year, putting principal spokeswomen declaim d against "comtaking the Pills until I found myself quite were grass-grown in the summer and in some customers. The girls insisted on their demand than I have done for years. Yes, Dr. Williams | that there were long stretches near the summit | marched out of the building sympathetic cheers Pink Pills are undoubtedly a wonderful of the Grampians on which heather, grass were raised among the crowd outside. Severa and rushes were growing. Now from of the strikers collected at the corner of the There is no mystery about the way in which the beginning of July to the end circus, and continued to argue the matter.

Dr. Williams' Pink Pills for Pale People cure. of October it is used by thousands

year road questions will gain more and more in importance; new and wide exits from large cities such as London would have to be made, and motor readwars between centres of industry would probably be constructed in the course of a few years to relieve the congestion of the present highway, which would be left for the slower traffic and for those who continued to use horse carriages. In these circumstances one of the most argent questions of the day was the establishment of a central highway board to superintend the maintenance of main road. The social effects of antomobilism were becoming more

marked every year. To a great extent the growth of the week-and habit was attributable. to the motor-car, and as a consequence the pleasures of social life in the country were fast reviving as locomotion-became-easier. A great impetus had also been given to touring not only in these islands but in foreign lands. In fact the motor-car had come not only to

CHURCH SERVICES.

stay but to improve our country, to make our

lives more comfortable, to assist all classes, and

to help in the progress of mankind.

ST. JOHN'S CATHEDRAL, Hongkong, -10th May, 3rd Sunday, after Easter, Holy Communion (7.30 a.m.) Matins (11 a m.) Responses, Ferial; Venite, Farrant; Psalms, of the 10th morning; To Doum, Lawer, Cooke and Hopkins; Benedictus, Langdon; Hymns, 127, 243 and 242. Evensong (5.45 p.m.) (Full Choir). Responses, Ferial Psalms, of the 10th evening; Magnificat and Nanc-Dimittis, Walmisley in D minor ; Authem, O Gladsome Light," Sullivan; Hymns, 531 and 229 : Sevenfold Amen. Preacher, Rev. J. H. Fance, MA. Voluntary, Sonata in F minor. Mendelssohn.

N.B.—Psalm 53, Verses 1, 2, 7 and 8 in unison. 54 Verses 1, 4 and 6 in unison. 55 Verses 1, 5, 9 4, 15, 17, 20 and 23 and G. P. in unison. Sunday, May 10th, will be observed in S. John's Cathedral as Bible Sunday and half the total

amount of the offerings on that day will be given to the British and Foreign Bible Society. The preacher at Evensong will be the Rev. J. H. France, M.A., Chaplain of the Missions to Seamen. ST. PETER'S CHURCH. Queen's Road West -Third Sunday after Easter. Holy Communion

7.30 a.m. Morning Prayer 11 a.m. Venite, Farrant; To Doum, Woodward; Benedictus, Troutbeck; Hymne, 9, 397, 539 and 482; Kyrie. Evening Prayer, 6.30. Magnificat, Robinson; Nunc. Dimittis, Anon; Hymns, 342, 362, 242 and 350. The Church launch, Dayspring, will call on ships carrying white crews, to bring friends ashore to few more shares obtainable at the latter rate. the services, between 9.15 and 10.30 am, and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards. All the

Sunday School 10 -10.45 a.m. UNION CHURCH, Kennedy Road. Minister:kong Lands are quiet at \$99 with small sales and Rev. C. H. Hickling. 11 a.m. Worship, Hymns further sellers. Kowloon Lands, West Points 17,544 and 261. Psalm 148 (Winchester). Anth m Hymns 81, 615, 129 and 159, Psalm 72 (St. Peter). Subject :- "Vivisection of the Christ." Fr.day. 8 p.m. Christian Endeavour Society Subject :--

"The Master's Call.." ST. Andrew's, Kowloon.—(Robinson Road, near British School.) Sundays :- Holy Communion 1st and 5th Sundays in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon, at 6 p.m.; Children's Service (and Baptisms, if necessary) on 3rd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday :- Shortened Evening Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service. Appropriated sittings are reserved up to that time only, and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and

Meditation. ST. JOHEPH'S CHURCH, Garden Road (Roman Catholic), Mass. Benediction and Sermon in English, at 10 a.m.

STRIKE OF WAITRESSES.

BORNES IN A LONDON BYSTAURANT. Trouble had been brewing for some time.

A good example is set by the people who take care of their teeth-and more of them every year use

Calvert's Carbolic Tooth Powder

Sold by local Chemists and Stores,

F. C. Calvert & Co., Manchester, Eng.

MAKES THE SKIN ROUGHNESS. REDNESS, HEAT. \_IRRITATION, TAN, and KEEPS THE SKIN SMOOTH, and WHITE

ALL THE YEAR ROUND.

Dolightfully COOLING & REFRESHING 1/ 1/9, and 2/6 cach. M. BEETHAM & SON, Cheltenham.



For functional troubles, delay, pain and those irregularities peculiar to

the sex. APIOLINE (CHAPOTEAUT)

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny CHAPOTEAUT, 8, r. Vivienne, Paris

BROKEN-DOWN SYSTEM. This is a condition (or disease) to which doctors: give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same;

the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such VITAL STRENGTH & ENERGY to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of the cele-

brated life-reviving tonic

as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH, and a new existence imparted in place of what had so lately seemed worn-out," used up," and valueless. This wonderful medicament is purely regetable and innocuous is agreeable to the taste

-spitable for all constitutions and conditions, in either sex ; and it is difficult to imagine a case of disease or decangement, whose main features are those of debility, that will not be sheedly and permanently benefited by this never-failing recuperative essence, which is destined to cast into oblivious everything that had preceded it for this wide-spread and numerous class of human ailments.

Chemists throughout the world. Price in England; 2 9 and 4/6 Purchasers should see that the word THERAPION' appears on British Government Stamp (in white 1-tiers on a red ground) affixed to every package by order of His Majestr's Hon.

Commission and without which it is a forger. Sold by Principa Chemists [2613]

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E are the Largest Dealers in the World of these attractive Securities.

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OUR UNRIVALLED COMBINATIONS.

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PREMIUM BOND DEALERS.

3, RUE DE LA BOURSE. PARIS (France).

TO CONNOISSEURS

# AN EXQUISITE CIGAR

Of mild flavour and fine aroma, made from the

MANILA TOBACCOS.

Finest Specially Selected

IN BOXES OF 50 - - -

SPEC-ALLY MANUFACTURED FOR

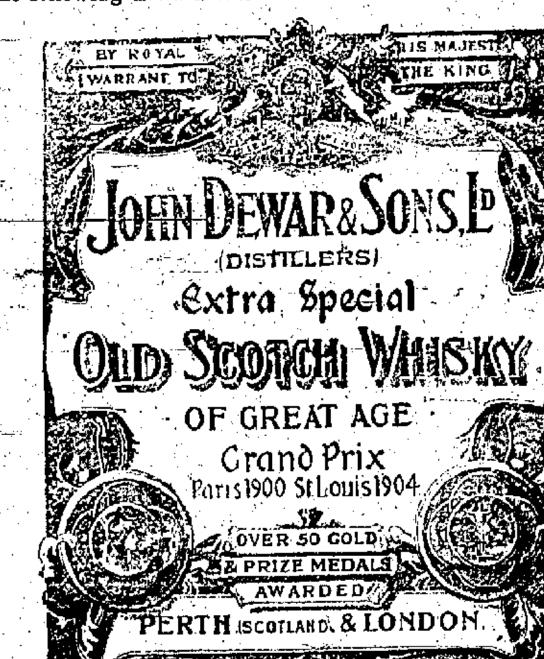
# A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

THE TRADE MARKS ORDINANCE, 1893.

APPLICATION FOR REGISTRATION OF TRADE MARX.

OTICE IS HEREBY GIVEN that JOHN DEWAR & SONS, LIMITED, of Glasgow Road, Porth, Scotland and of Down's Wharf, Waterland Bridge, London, has on the 4th October, 1937 applied for the registration in Hong cong in the Register of Trade Marks of the following TRADE MARK :



in the name of John Dawar & Sons, Linited, who claim to be Sole Proprietors thereof. The Trade Mark has been used by the applicants in respect of the following Goods namely WHISKY IN CLASS 43.

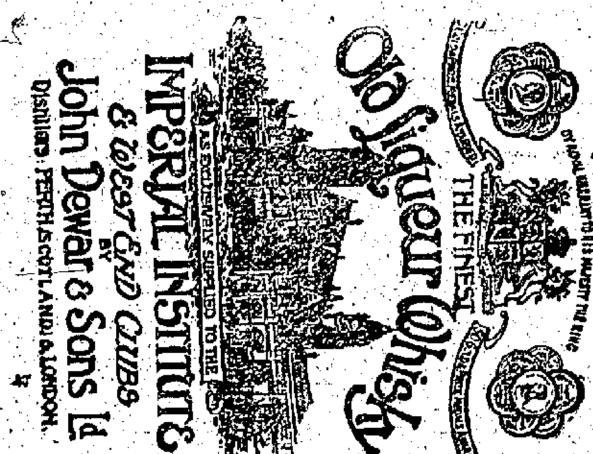
A Facsimile of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Offices of the undersigned, Dated the 6th day of March, 1908.

BRUTTON & HETT, Nos. 39, 41 & 43, D is Vosux R and, Victoria, Hongkong. on behalf of the Applicants JOHN DEWAR & SONS, LIMITED.

THE TRADE MARK ORDINANCE, 1998.

APPLICATION FOR REGISTRATION OF TRADE MARK.

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Nos. 39, 41 and 43 Des. Voeux Road, Victoria, Hongkong. on behalf of the Applicants

JOHN DEWAR & SONS, LIMITED.

## SHIPPING.

ARRIVALS. CEYLON, British str., 2,637, G. W. Babot, 8th May-London 28th March, and Singapore 2nd May, General-P. & O. S. N. Co. CHINGTY, British str., 2,260, W. B. Brown, 8th May-Nagasaki via Kuchinetzu 4th May, General-Butterfield & Swire. CHIPSRING, British str., 1,199, F. Mooney, 8th May-Tientein, Chefoo, Weihaiwei and Swatow 28th April, General-Jardine,

Matheson & Co. KASHING, British str., 7th May-Canton. Krangring Chinese str., 7th May-Canton. Knivsbeng, German str., 646, D. Heuk, 8th May-Haiphong May 5th, and Hoihow 7th.

\_Jebson & Co. MEEFOO, Chinese str., 7th May-Canton. MYRTLEDENE, British str., 6th May-Canton. SABINE RICKMERS, Dutch str., 573, Freis, 7th May-Tamsui 1st May, Ballast-Meyer

BROSHU MARU, Japanese str., 999, M. Nemoto, 8th May-Shanghai via Ports 7th May, General—Osaka Shosen Kaisha. SUEVIA, German str., 2,621, B. Selmer, 8th May - Shanghai 5th May, General -

Hamburg-Amerika Linie. TAMING, British str., 1,367, A. Somerville, 8th May-Manila 5th May, General-Butterfield & Swi 0.

TOONAN, Chinese str., 942, A. A. Crawford, 7th May-Shanghai via Amoy 6th May, Gen. eral-Chinese YUNNAN, British str., 7th May-Canton.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE. 8th May. Amara, British str., for Moji.

Ceylon, British str., for Shanghai. Chipshing, British str., for Canton. Hongmoh, British str., for Amoy ... Kiangping, Chinese str., for Chinkiang. Hippon Maru, Jap. str., for San Francisco. Rubi, British str., for Manilo, Tjimaki, Dulch str., for Amoy.

Yunnan, British str., for Shanghai. DEPARTURES. 8th May.

Amigo, German str., for Hoihow. CHIHLI, British str., for Hoihow. FEICHING, Chinese str., for Swatow. HAIMUN, British str., for Coast Ports. MANGBANG, British str., for Canton. HANOI, French str., for Kwang Chow Wan. INDRASAMHA, British str., for Shanghai. KALGAN, British str., for Cebu. LOONGBANG, British str., for Manile. MATHILDA KORNER, German str., for Saigon. PAKHOI, British str., for Canton. PRONTO, Norwegian str., for Hankow. PROTEUS, Norwegian str., for Swatow. SABINE RICKMERS, Dutch str., for Foochow.

BHIPPING REPORTS. The British str. Chingtu reports: Fine weather experienced throughout. The British str. Chipshing reports : Moderate to light Northerly winds and fine clear weather throughout.

# VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, Siec. VHNICE and TRIESTE, all MEDITER-BANKAN, ADELATIC, LEVANTINE SIG SOUTH AMERICAN PURTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA ALICANTE, ALMERIA AD

THE Steamship

Captain Pedone, will be despatched as above on MONDAY, the 11th inst., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.

Hongkong, 8th May, 1908. FOR SAN FRANCISCO.

THE Steamship

"CLAN MACMILLAN Will be despatched for the above Ports on TUESDAY the 12th May.

For freight apply to SHEWAN, TOMES & CO., Honekeng 9th May, 1908, THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA," Captain W. Hayward, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATUR. DAY, the 16th May at Noon, taking passengers and cargo for the above ports in connection with the Company's a.s. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tes for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Linesia," due in London on 28th June, 1908.

Parcels will be received at this Clare until

4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 2nd May, 1908. "SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ... ANTWERP. THE Steamship

"DENBIGHSHIRE." will be despatched for the above Ports on or about TUESDAY, the 19th May, 1908. For Freight or Passage, apply to-SHEWAN, TOMES & Co.,

Hongkong, \$th May, 1908. .. Hongkong, 9th May, 1908.

To ascertain the anchorage of any Vessels, the Harbour has been divided into F ur Sections commen i g from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Koxloon "m," and thosee vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section.

BECTIONS. 1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Ward to East Point.

1 From Green Island to the Harbour Master S.			Service .			
				· V		
DESTINATION	VESSEL'S NAMES	PLAG & BIG	BERTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
	BOMBAY MARU	Jap. str		Wm. Wade	NIPPON YUSEN KAISBA	On 11th inst.
LONDON & ANTWERP VIA MANILA, &c	DENDIGESHIRE	Brit. str	_		SHEWAN TOMES & Co	About 19th inst. Un 18th inst., at Noon.
LINDON AC VIA HEITAL PORTS OF CALL.	OCEANA JAPAN	Brit. str		C. D. Denny, B.N.R	P. & O. S. N. Co	About 20th inst.
LONDON & ANTWERP VIA SINGAPORE &c ANTWERP & HAMBURG VIA STRAITS, &c	LYDIA	Ger. str	k. w.	Merer	Hambubg-Amerika Linib	About 10th inst. On 24th inst.
Traver & Hamburd VIA STRAITS, av	SENEGAMBIA	Ger. str	k. 47. k. w.	Eckhorn Girstenbrüu	Hamburg-Amerika Linin	On 5th June.
HAVRE & HAMBURG VIA STRAITS, &c		Gor, str	k.w.	v. Döhren	HAMBURG-AMERIKA LININ	On 15th June. On 28th June.
TIATED IN TAMENTED VIA STRAITS, &C	ANTALUSIA	Gor. str	k.w.	Block	HAMBURG-AMERIKA LINIM	On 12th July.
HARVE & HAMBURG VIA STRAITS, &c MARSEILLES, ROTTRDAM & HAMBURG &c.	SUEVIA	Ger. str	K. W. 🖖	Selmer	HAMBURG-AMERIKA LINIE MESSAGERIES MARITIMES	To-day. On 12th inst., at 1 P.M.
THE REPORT OF THE PORTE OF CALL AND THE SECOND	YI OBITINETIMES CO.	Fr. str Jap. str	1	Verron H. Fraser		On 13th inst., at D'light
MARSHILLES, LONDON, & ANTWERP VIA SINGAPORE &C. MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &C.	HITACHI MARU	Jap. str		F. E. Cope	Nippon Yusan Kaisha	On 27th inst., at D'light Beginning of June.
WADSRITTES HAVRE CUPENDAGEN, SO	UANTUM	Swed, str Ger, str		E. Malchow	MELCHERS & Co	On 20th inst., at Noon.
NAPLES. GENOA, ALGIERS GIBEALTAR &C TRIESTE, &C., VIA SINGAPORE, &C	1	Aus. str	<del>-</del>	A Petris	SANDER, WIELER & Co	About 25th inst. About end of June.
ATTEGER	LOWTHER CASTLE	Rus. str		200 200 200 200 201 20	MELCHERS & Co	About 31st inst.
NEW YORK VIA SUEZ CANAL BOSTON & NEW YORK	SAISUMA	Brit. str				On 14th inst. On 20th inst., at Noon.
A CMCOTTING VIARHANGHAL JAPAN, 600	O PENALUGATE	Brit. str Brit. str			LANADIAN PACIFIC R. CO	On 4th June, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c VICTORIA, B & FEATTLE, WASH., &c	TANGO MARU	] Jap. str	-	R. Swain	NIPPON YUSEN KAISHA	On 12th inst., at 4 P.M. On 16th inst.
TOTAL BARRA BALL & PACOMA VIA JOSEAN	TEDDIERYO :	Jap. str	1	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c	CLAN MACMILLAN	Brit. str	1 m	114 410 444 911 01	CHINA COMMERCIAL S.S. Co	On 12th iust. On 11th June, at 5 r.m.
CATIMA ODITZ MEXICO VIA MUJI & JAPAN	HT W Det marte and and and	Ger. str Brit. str		W. B. Brown	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	OUTHOUGH STATES	Jap. str		N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst., at Noon. On 21st inst., at 5 P.M.
TITOTO LICAN PORTS VIA MANILIA	LEIVE DIGIDATORD	Ger. str Brit. str	<b>.</b>	McArthur	MELCHERS & Co	On 28th inst, at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str	1	K. Homma	NIPPON YUBEN KAISHA	On 12th June, at Noon. About 24th June.
<u>_v_r_a_d_tvostock</u>	CUBONIA	Rus. str Brit. str		C. Lindbergh	Butterfeld & Swire	On 23rd inst., at 4 P.M.
YOKOHAMA AND KOBE	WARAGA MARII	Jap. str	i i	N. Nielsen	NIPPON YUSEN KAISHA	On 23rd inst. On 13th inst., at Noon.
NACIASAKI, KOBE & YOKOHAMA	YAWATA MARU	1	1 .	H. Koops	Niepon Yusen Kaisha	Quick despatch.
CHEFOO & TIENTSIN	TJIKINI		I	G. Hocker	BUTTERFIELD & SWIEE	On 19th inst., at 4 P.M. On 14th inst., at 4 P.M.
I MOTO COLLEGE & NEW CRITARY III - III	The state of the second	Brit. str		Dowson	J. MILLET.	On 4th June.
CHING WANGTAO, JAPAN, AMERICA, ac. "	AMIRAL MAGON CHIPBHING			F Mooney	JARDINE, MATHESON & CO., LD.	On 11th inst, at Noon. On 11th inst, at No.n.
TIENTSIN SWATOW	HANGSANG	Brit. str.		G. W. Babot	JARDINE, MATHESON & Co. LD. P. & O. S. N. Co.	About 9th inst.
COLLANGUAL & HANKOW	· CHILDI			v Dohren	HAMBURG-AMERIKA LINIB	To-morrow. About 11th inst.
SHANGHAI. YOKOHAMA & KOBE SHANGHAI. KOBE & YOKOHAMA	- Mariada A	Fren.str.		M. Nemoto	Messageries Maritimes Usaka Shosen Kaisha	On 11th inst., at 10 A.M.
LOTTANGHAT VIA SWATOW, AMOL & FOODIO!	NOSHU MARU			*** *** *** ***	HAMBURG-AMERIKA LINIE	On 14th inst.  About 14th inst.
SHANGHAI, YOKOHAMA & KUDE	DELHI	Brit, str.		J. D. Andrews, R.N.R. B. Kon	ST	On 15th inst.
A CAMPANIA TO MATERIAL BY MATERIAL CONTROL OF THE C	14. The Property are no a contact	1 _= 3		P. Grosch	MELCHERS & Co.	About 20th inst. On 27th inst., at Noon.
SHANGHAI, MOJASAKI, KOBE & YOKOHAM, SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.	—	(1) (1) (1)	Little Assent R CA	End of May.
LSHANGHAL YOKOHAMA & NUDE *** '	(T)	1 Th . A		Pand r.:	JAVA-CHINA-JAPAN LIJN	On 11th inst., at 4 P.M.
SHANGHAI	FOOCHOW	Brit. str.		J. Davies T. W. Pickard		To-morrow, at 9 A.M.
TANKOV 1. SHANGHAI	WYORTHO MINISTER			T. Ito	OBAKA SHOSEN KAISHA	
ANPING VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	.   -	I. Sakurai A. E. Hodgins	T D. 441 -	On 12th inst., at 10 A.M.
COURTOW AMOY & FOULHUW	HAICHING III	1 0		Jameson	BUTTERFIELD & SWIRE	On 12th inst., at 9 A.M. To-day, at Noon.
HOIHOW & HAIHPONG	RUBI	Brit. str.		R. Almond A. W. Onterbridge	SHEWAN, TOMES & Co BUITERFIELD & SWIRE	On 12th inst., at 4 P.M.
MANITA	The same of the sa	1 1 4 444	,   ' '	T. Meyrick	JARDINE, MATHESON & Co., LD	On 15th inst., at 4 P.M.
MANILA	ZAFIRO	Brit, str.	1 m.	Rodger	JARDINE, MATHESON & CO., LD.	On 22nd inst., at 4 P.M.
MANTIA	2001100424	1 17-24 -4-		R. Houghton	JAEDINE, MATHESON & Co., LD.	On 12th inst,, at D'light
SANDAKAN	BOENEO	Ger. str.	·· -	F. Sembill Pedone	CARLOWITZ & Co	On 11th inst., at Noon.
TOWN SINGAPORE & PENANG	CAPEI	Jap. str.	.,,	m Vamaraki	NIPPON YUSEN KAISHA	On 12th inst.
BOMBAY VIA SINGAPORE & COLUMBO	KUMBANG	Brit. str.	··   -	de Brouwers	JAEDINE, MATHESON & Co., LD. JAVA-CHINA-JAPAN LIJN	
BATAVIA, CHERIBON, SAMARANG, &c	TJIMAHI	Dut. str.	** 1	£ , 49 Diou.		
				<del>-</del>		

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

GOTHENBURG.

	RODIECT	TO WILLIAMSTICS	
Destination	•	STEAMERS	DATE OF BAILING.
SHANGHAI, YOKOHAM	A & KOBE	"SIAM"	End of May.
MARSEILLES, HAVRE, HAGEN and GOTHEN	COPEN- {	and the second s	Beginning of Jun
VLADIVOSTOCK			About 24th June.
For Further Parti	culars, apply to	MELCE	IERS & CO.,
Hongkong, 6th May, 196	08.		AGENTS. 6



# KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HUNGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS. SAILING DATES 1908.
MARSEILLES, LONCON and	(KAMAKURA MARU   WED'DAY, 13th Ma Capt. H. Frater, Tola 6126   at Daylight
ANTWERP, vis SINGA.	Capt. H. Frager. Tors 6126 1 at Daylight
PORE PENANT,	HITACHI MARO, IONS OTOL) WED DELLE M. M.
I - COLOMBO and PCRT SALU	Capt. P. E. Cope,
VICTORIA B.C. and	TANGO MARU, Tons 7463 TUESDAY, 12th May
SEATTLE, WASH., via	Capt. R. Swain at 4 P.M.
VORKATOHI SHIMIDZU	Capt. R. Swain  AKI MARU  Capt. M. Yagi,  Tons 6444  Bt 4 F.M.
and YOKOHAMA	Capt. M. 1agl, 1008 0444 Bt 4 F.M.
SYDNEY and MELBOURNE,	KUMANO MARU  [FRIDAY, 15th May,  Capt. N. Mathieson, Tons 5076] at Noon.  FRIDAY 19th Inne
win MANILA, THURSDAY	Captan. Mathieson, Tons 5076   at Noon.
ISLAND, TOWNSYLLE	YAWATA MARU FRIDAY, 12th June Capt. K. Homms, Tons 3817 at Noon.
and BRISBANE	Capi. R. Flomms, Tons vol.
LUNDON SEC ANTWEST VID	St. BOMBAY MARU Capt. Wm. Wade, Tons 4625 MONDAY, 11th May
MANILA, SINGAPORE, COLOMBO and PORTSAID	L Capt. Wm. Wade, Tons 4025 [
· 【 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 A TIVATO A BAT WA BOA BOA BELL CITED BOAT A LATE
	A LAME OF THE TRANSPORT OF THE PROPERTY OF THE
<b>УОКОНАМА</b>	Capt. K. Homms, Tons 3817 at Norn.
SHANGHAT, MUJI and	TODE 4097) May.
KUBE in the second	WAKASA MARU (SATURDAY, 23rd
KOBE and YOKOHAMA	Capt. B. Kon, Tons 4097 May. WAKASA MARU SATURDAY, 23rd Capt. N. Nielsen, Tons 6265 May.

\* Calling at Keelung. Cargo only. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic;

1st and 2nd Class through Passengers have the option of travelling by Rail. For Further information as to Freight, Passage, Sailings, &c., apply at the Comp my's Local Branch Office in Prince's Buildings, First Floor, Chater Road;

Steamers. Round-the-World Tickets also issued. Between Nagasaki, and Yokchama;

T. KUSUMOTO, MANAGER. 356

# NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH

PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C.. AND TACOMA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
† KUMERIC * SHAWMUT • TREMONT	6,232 9,606 9,606	Cowley E, V. Roberts T. W. Garlick	On 16th May. On 6th June. On 1st July,
		? Cargo only.	

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS

Hongkong, 4th May, 1908.



FRENCH MAIL FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL, SERVICE TO AND FROM JAPAN YIA SHANGHAI.

TO SAIL STEAMBES 🕆 "ERNEST SIMONS" SHANGHAI, KOBE & YOKOHAMA ....... About 11th May. Capt. Girard On 12th May. "AUSTRALIEN" MARSEILLES, VIA PORTS I P.M. Capt. Verron "TONKIN" SHANGHAI, KOBE & On 25th May, P.M. Capt. Charbonnel YOKOHAMA ... ... "YARRA"

MARSEILLES VIA PORTS Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black. Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Merseilles.

For Further Particulars, apply to-

Houghong, 6th May, 1906;

P. NALIN Acting Agent,

VESSELS ON THE BERTH DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING," Capt. A. E. Hodgins, will be despatched for the above Ports on TUESDAY, the 12th May, at. 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managera. Hongkong, 8th May, 1908.

SERVICE STEAMSHIP REGULAR LIBERTY TO CALL AT MALABAB.

PROPOSED SAILINGS FROM HONGKONG FOR BOSTON AND NEW YORK. S.S. SATSUMA" -... 14th May.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 30th April, 1908.



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILE. to South Africa, Persian Gulf, Red

SEA, BLACK SEA, LEVANT, VENICE and.

THE Company's Steamship

-ADRIATIC PORTS.

Captain Petris, will be despatched as above on or about MONDAY, the 25th May: This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight

apply to SANDER, WIELER & Co., Agents. Princes' Buildings.

Hongkong, 30th April, 1908. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARMANIA, &C.

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as stove on THURSDAY, 28th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewarders and a duly qualified Surgeon are carried. N.B .- To assure the additional comfort of-

passengers the steamers of the Company have electric fans fitted in statercoms. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents. Hongkong, 5th May, 1908.

CHINA COMMERCIAL S.S. CO., LTD. NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE," Captain G. E. Christiansen, will be despatched for the above Ports VIA MOJI, JAPAN, on-THURSDAY, the 11th June, at 5 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., LTD., Hotel Mansions.

Hongkeng, 5th May, 1908. THE RUSSIAN VOLUNTEER FLEET FOR ODESSA.

HE Steamship "VORONEJ," will leave on or about the end of June.

For Freight apply to,

MELCHERS & CO., Agents. Hongkong, 21st April, 1908.

Cutler, Palmer & Go.'s



LEND HISKY.

TRIBIT

SHIPPERS AGENTS

HONGKONG.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR		PTHANKERS	TO BAIL	REMARKS.
EHANGHAI and I	HANKOW {C	EYLON	About 9th May.	Freight and Passage.
SHANGHAI	The second secon			
				Nea Rescial
LONDON and A via SINGAPOU ANG, COLOM SAID and MARSEI	RE, PEN (JA BO, Port (	PAN Capt, C. T. Denny,	B.N.B. About 20th May	Freight and Passage.
	er Particulars, app	ply to	F. J. A. Acting Su	BBOTT, perintenden <sup>†</sup> . 1

# CHINA NAVIGATION CO., LIMITED.

FOR	STRAMBES		
AMOY and SHANGHAI †	"KASHING" "FOOCHOW"	On on	loth May, 9 a.m.
MANILA ZAMBOANGA, THURSDAY (SLAND,			
SYDNEY, HOBART, LAUNCE ;	; "CHINGTU"	On	lith May, 4 P.M.
- STON, NEW ZEALAND, MELBOURNE ADELAIDE,			
BOIHOW and HAIPHONG	"SINGAN"	On	2th May, 9 a.m. 2th May, 4 p.m.
TSINGTAU, CHEFUO and NEWCWHANG* CHEFOO and TIENTSIN YOKOHAMA and KOBE	-"KWEIYANG" "KUEICHOW" "TSINAN"	On On On	19th May, 4 P.M. 19th May, 4 P.M. 23rd May, 4 P.M.
MANILA STEAMERS & TIENTSI modation with Electric Light throughout	N STEAMERS have	e substior	Passenger accom-
Salcon. AUSTRALIAN STEAMERS have so			

out and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

REDUCED BALOON FARES, SINGLE AND RETURN, TO MANILA ANT AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE, For Freight or Passage, apply to-

Hongkong, 9th May, 19.8.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

AGENTS.

PROPOSED SAILINGS FROM HONGKONG-FUBJECT TO ALTERATION.

	SUNDAY, 10th may, at 10 A.M.
SHANGHAL VIA SWATOW, ["SHOSHU MARU" AMOY AND FOOCHOW Capt. M. NEMOTO	MONDAY, 11th May, at 10 A.M.
* ANPING VIA SWAFOW, {"FUKUSHU MARU"  Capt. T. Ito	WED'DAY, 13th May, at Daylight.

THE CO. S 8.9.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships... Unrivalled Table + Taking Carge on through Bills of Lading to all Yangtese and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th May, 1908.

Hongkong, 7th May, 1908

T. ARIMA, Manager.

TIMDO-CITTAR	D. 11 E	XV. OO	·, 111.2
PROJECTED SAILINGS FROM HO	NGKONG (	SUBJECT TO A	LTERATION).
FOR	STHAMES	is TO NG" Monday, 11	SATIL
+ SHANGHAI via SWATOW	"HANGSAI	VG " Monday, 11	th May, Noon.
e co a struck to a NT	. "MAUHANG	[] ' Tuesday13	in may, Dingut
*ISINGAPORE.PENANG &CALCUTTA	A"KUMSANO "YUENSAN	Tuesusy, 17	th May, 3 P.M. h May, 4 P.M.
* MANILA	"LOONGSA	NG" Friday, 22	id May, 4 P.M.
+*SPHAL YOKOHAMA, KOBE & MOJI	"FOOKSAN	[G'' Wed'day, 2	7th May, Noon.
RETURN TO			
The steamers "Kutsang," "Namsang	ING 24 DAY	(S. Li No " leave shout	every 3 weeks for
Shanohai and Yokohama returning via K	Lobe (Inland Be	and Moji to Ho	ngrong, providing
Attack to 6 demain Tanan if naggangers le	eave the steam	er at Yokohama and	l rajoin at Köbe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. · Steamers have superior accommodation for First-Class Passengers and are fitted throughout

with Electric Light. + Taking Cargo on Through Bills of Lading to Yangtsus Porte, Chefoo, Tientsin and Newchwang. I Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

"Telephone No. 61 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 9th May, 1908.

# MPERIAL GERMAN

FOR	STRAMBES	TO SAIL.
KUDAT & SANDAKAN}	"BORNEO" Capt. F. SHMBILL	Middle of May.
NAPLES, GENOA, ALGIERS, CHBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	PRINZ EITEL FRIEDRICI Capt. E. MALCHOW	Wed'day, 20th May, at Noon.
SHANGHAI, NAGASAKI, KOBE }	"PRINZ HEINBICH" Capt. P. GROBOR	About Wed'day 20th May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 21st May, at 5 P.M.
For further Particulars, apply to		

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

# CHARGEURS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

# ALL ROUND THE WORLD

OUTWARD via Suzz:—Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwantao, (Peking Tientsin,), Kobe, Yokohama.

Genoa—to—Hongkong in 30 Days.

NAPLES to HONGRONG in 29 DAYS. Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC :- Victoria (B.C.) Vancouver, Seattle, San Francisco. CONNECTING WITH CANADIAN PACIFIC RAILWAY. Freight to Overland via Vancouver Passengers to Overland and Europe YOKOHAMA to VANCOUVER 13 DAYS YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MAGBLIAN STRAITS :- Mexico, River Plate, Brazil, La Pallice, Liverpool. DESCRIPTION OF THE PROPERTY OF

	PROPOSED	SAILINGS:				1.50	
+ AMIBAL MAGON † AMIBAL EXELMA	NS 25th July	= CEYLAN	*** ***		26th	Nov.	
= OUESSANT	27th Aug.	= corse	***	•••	11th	Jan.	Ų:
A ST Thursday de Tuda	Class and	Rates of Passage	.•				-

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats. For Further Particulars, apply to-

Hongkong, 1st May, 1908.

# HONGKONG-MANILA.

P. NALIN, ACTING AGENT,

FRENCH MAIL OFFICE.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN - FOR	SAILING DATE.
	0510	R. W. Almond. Manila	On 9th May, Noon.
ZAFIEO			On 16th May, Noon.
	<u> </u>		

SHEWAN, TOMES & CO., GENERAL MANAGERS:

Hongkong, 4th May, 1908.

For Freight or Passage apply to



# HONGKONG-NEW AMERICAN ASIATIC STEAMSHIP COMPANY

YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST). S.S. LOWTHER CASTLE ... ... ... On or about 31st May. For freight and further information apply to

SHEWAN TOMES & CO..

Prougaons; our April, 1808

# HAMBURG-AMERIKA LINIE. HAMBURG.

# Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

Ports, also Trieste, Lisbon, Oporto, Marseilles, Ganos, and other-Mediterranean, Leventine, Black Sea and Baltic Ports, and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
OR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSKILLES ROTTERDAM & HAMBURG S.S. SUEVFA 9th May
S.S. SCANDIA 10th May	FOR ANTWERP & HAMBURG: S.S. LYDIA About 10th M
OR SHANGHAT, YOKOHAMA & KORE: S.S. ANDALUSIA 14th May	FOR HAVER & HAMBURG: S.S. SENEGAMBIA 24th May
OR SHANGHAI, YOKOHAMA & KOBU: S.S. DORTMUND 25th May	S.S. BRISGAVIA 5th Jane. S.S. SCAND(A 15th June S.S. ANDALUSIA 28th June
For Forther Particulars, apply to-	RURG-AMERIKA LINIE.

Hongkong, 8th May, 1908

Hougkong Office.

# CANADIAN-PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration): ABRIVE VANCOUVES 8.M.S. "EMPRESS OF CHINA" 6,000 " THURSDAY, 4th June ... 22nd June EMPRESS OF INDIA" 6,000 " SATURDAY, 13th June ... 4th July 18th June ... 17th July "LENNOX"...... 3,700 "... THURSDAY, "EMPRESS OF JAPAN" 6,000 "... S TOEDAY, 11th July ... 4th Aug. "MONTEAGLE" ..... 6,163 SATURDAY,

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" Steamers will depart from HONGKONG at 4 P.M. S.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the-INLAND SEA OF JAPAN), KOBE 1 OKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 291 days from HONGKONG. Hongkong to London, 1st Class ..........via St. Lawrence River Lines or New York 271.10

Intermediate on Steamers and 1st Class Railways ... First Class rates include cost of Meals and Berth in Sleeping Car while crossing the

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Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES. - FOREIGN MONEYS EXCHANGED.

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Known throughout the world and prescribed in all cases of Anamia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE : One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(3) A METAL SEAL advertising OLDITELAS.

is a MELISSA and MINT cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar. COMPAGNIE du VIN BAINT-RAPHAEL, Valence (Drome-France).

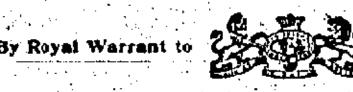
AGENTS: -CALDBECK. MACGREGOR & Co., Hongkong.

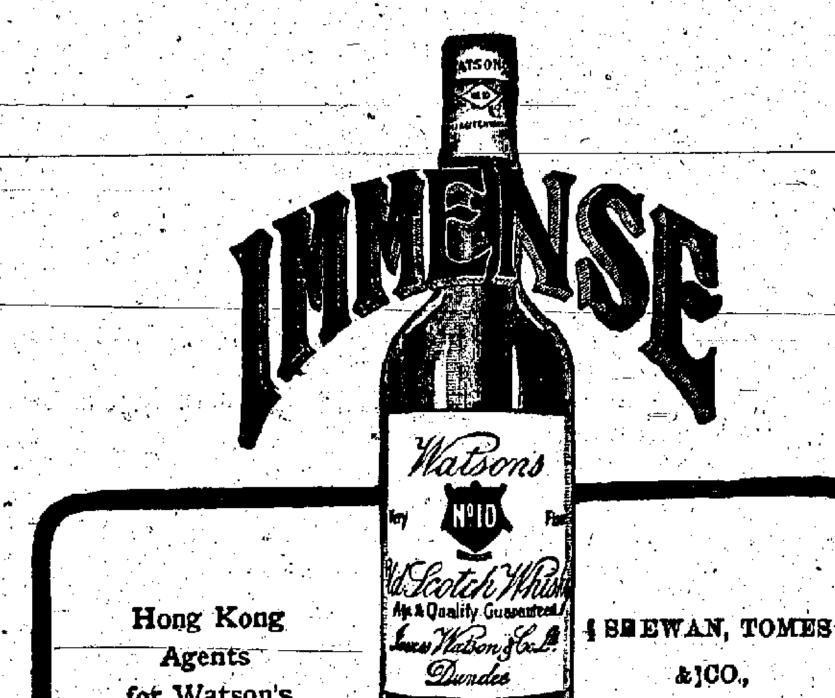
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Hong Kong.

**WATSON'S** (No. 10) Dundee

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The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries.

For forty years has maintained its world-wide reputation as the Best and only safe reliable Phosphoric Cure for BRAIN WEECKAGE, PARALYSIS, SLEEPLESS. NESS, Dyspensia, Nerve, Kidney and Liver-Complaints, Harassing Dreams, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Discused Conditions of the System, caused by he deficiency of the Vital Forces.

The Meet of this Standard Phosphoris Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity

that is really marvellous. 2 Directions for Self-Treatment of the above neases with each Bottle

Its energizing effects are shewn from the first day of its administration by a Remarkable Increase of Nerve and Intellectual Power. with a feeling of Courage, Strength, and Comfort. Digestion is Invigorated. The Appetite focresses wonderfully. Sleep becomes calm and refreshing. The Face becomes fuller, the Lips red, the Eyes brighter, and Skin clear and healthy.

Beware of vile imitations !- None genuine without the British Government Stamp with "Dr. Lalor's Phosphodyna. London, England, engraved thereon, by order of her Majesty's Honourable Commissioners.

Thousands of unimpeachable testimoniale. from all parts of the World, and from the highest Medical Muthorities. No other Phospheric Preparation has received such distinguished recognition.

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Agents in Hongkong-A. S. WATSON & C.

# TOTAM SMOOK SHARES

DATE

Printed Matter and Sam-

ples........... 10.00 A.M.

Registraticr. 10.00 A.M.

(Registration, with late

10.45 A.M.)

Registration,

No late fos.

Saturday,

Sainrday,

Monday,

Monday,

Monday,

Tuesday.

Tuesday,

Tuesday.

fee of 10 cents, up to

B.O. .....10.00 A.M.

Saturday,

Saturday.

Baturday,

Saturday,

Saturday.

Saturday,

Saturday.

Chowfa.....

Triumph .....

Ceylon .....

Suevia ......

Progress .....

Myriledenc ......

Yedo Maru ......

Nippon Maru ...

Sur Tai

Earl Douglas .....

Caravellas .....

Kashing .....

Hailan .....

Chipshing ......

Gapri .........

Chingli ....

Tupanas ......

Mausang .....

Singan ......

Australien .....

Kumsang .....

Taming.....

Tango Maru.....

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Yawala Maru .....

Satsuma .....

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Persian fine quality ...

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Sergt. Darley, and Engr. Lt. Hodson.

Mesdames Reis, Addy and Mackee.

ABBROKEN DOCKS.-

COSMOPOLITAN DOCKS.

Victoria, Yedo Maru, Kwang Yuen.

2 children and servant, and Mr W. Aston.

PASSENGERS.

Per Ceylon, from London, Major Evans,

Per Chipshing, from Tientsin. Mrs M. Hope,

Per Chingtu, from Japan, Messrs, Carlile,

Kimpton, Addy and Mackee, Master Addy,

DEPARTED.

Kawakami, Mr and Mrs Tashiro and infact,

Rev. and Mrs B. H. Alford, Mrs T. Yamasaki,

Misses Alford and T. Koyams, Messes. S Ishi-

maru, S. Furukawa, B. Sheji, S. Tasaka, K.

Okaka, A. Sugine, K. Yoshitomi, K. Hanawa,

K. Asai, W. Hogg, K. R. Sopel, T. Davidson,

VESSELS IN DOCK.

ROWLOON DOCKS - Borsogon, Haiphong

MESSRS. FALCONER & CO.'S REGISTER.

May 8th.

Barometer 9 A.M.. 29.88 Therm. (Wetbulb) 9 A.M. 72

Barometer 1 P.M., 29.88 Therm. (Wetbulb) 1 P.M.72

Y. Takano, M. Hashimoto and K. Uyetsuki.

Per Hakata Maru, for Japan, Mr and Mrs

Persian extra fine

Benares Old.,.

Chowtai

9(h 9,00 A.M.

9th, 10,00 A.M

9th, 10.00 A.M.

9th, 10.00 A.W.

9th 10.00 A.Y

9th 10.00 A.M

9th, 10.00 A.M.

9th, 10.00 A.m.

Kowloo

9th. 1.15 P.D.

12th, 10.00 A.V.

12th,

Printed-Matter and Fam-

Registration... 10.00 A.M.

(Registration, with late

Registration, Kowloon

Letters ...... 11.00 A.M.

Wednesday, 13th. 11 (10 A. M.

Thursday, 14th 11.00 A M.

Thursday, 14th, 3.00 P.S.

Letters .. ..... 10.00 A.M.

В.О. ..... 10.0∨ д.м.

12th, LOO P.M.

12th, 2.00 P.F.

12th, 3.00 P.M.

12th, 3.00 P.M.

12th, 5.00 P.M.

10.45 A.M.)

No late fee.

Tuesday;

Tuesday,

Tuesday:

Friday,

Saturday, 16th.

No lale ice.

WINE & SPIRIT MERCHANTS.

May 8tb.

fee of 10 cents up to

ples..... 10,00 A.M.

JOINT STU	S.I.Ook DHARDS.			
	Hongkong, May 8th.			
COMPANY.	AID UP.	Quotations		
Alhambra	Ps. 200	Nominal,		
Banks— Hongkong & S'hai.	\$125 {	\$695, buyers London £74.		
National B. of Chin	A 26	\$51, buyers		
Bell's Asbestos E.A	**	\$74, sellers_		
China-Borneo Co	\$12	\$11, sellers		
China Light & F. Co.	\$10 t	\$6, buyers		
China Provident	4 5 35%	\$9, buyers		
Cotton Mills-		mi. eo		
Ewon		Tla. 58.		
Hongkong	Tls. 75	Tls, 57.		
Laou Kung Mow		Tls. 771.		
Soychee		Tls. 260.		
Dairy Farm Docks and Wharves	· · · · · · · · · · · · · · · · · · ·	\$191. sales		
H. & K. Waarf &		\$52, sales		
H. & W. Dock	<b>! \$</b> 50	\$101, sellera		
New Amoy Dock	\$64	\$94, buyers		
Shanghai Dock	$$ ] $\mathbf{T}$ ls, $100$	Tis. 83, buy0		
Shai & H. Whari	[[]s] 100	Tls. 223.		

· 0000 2140 2140 1	MACHINATION TO OCHE 114	5.0.1	
9th, 9th P.M.	Shanghai Dock	[ls. 100	Tis. 83, buy
9th, 5.00 P.M.	Shai & H. Wharf		Tls. 223,
9th, 5.00 P.M.			
Oth, 5.00 P.M.	Fenwick & Co., Sico	\$25	\$13, sellers
9th, 5.00 P.M.	Green Island Cement.	\$10	\$10%, seller
9th, 5.00 P.M.	Green Island Cemens.	- Paris	,
11th, 9.00 A.	Hongkong & C. Gas	<b>£10</b>	\$175.
11th, 11.00 A.M.	Hongkong Electric	\$10	\$154, buye
11th, 11.00 a.M.	Honglong Hotel Co	\$50	. \$96, seller
11th, 1.00 р.м.	Hongkong Ice Co	\$25	-\$225, sellei
11th, 3.00 P.Y.	H.K. Milling Co., Ld.	•	
	in liquidation	\$100	Nominal
	Honykong Rone Co.	\$10	\$33, sales
11th, 3.00 p. 3.7.	Insurances-		
	Cancon	\$50	\$235, eale:
2143 - 4 00 mag	Obina Pisa		\$914, buy
11th 4.00 P.M.		825	\$861, buy
11th, 5.00 P.D.	Honokono Fire		\$3121, bu
12th, 8.00 A.M.	North China		'l'ls. 78, bu
12th, 9.00 *.b'.	Union	'	\$7974, al
		,	1

China Fire \$20	2814 onkers
Chine Traders \$25	\$861, buyers
Hongkong Fire \$50	\$3121, buyers
North China £5	Tls. 78, buyers
Union \$100	\$7974, alead col.
Yangteze \$60	\$146
Land and Building— Hongkong Land Inv. \$100 Humphrey's Estate \$10 Kowloon Land & B. \$30 Shanghai Land Tls. 50 West Point Building \$50	\$99, sales \$10, sales & buy, \$26 Tle, 114. \$49, sellers
Mining— Charbonnage Pcs. 250	\$5-60, buyers

Shanghai Land Tls. West Point Building	$\begin{array}{c c} 50 & \text{Tls. 114.} \\ 50 & \text{$49, sellers} \end{array}$
Mining— Charbounage Fes. 2 Raubs 18	
Peak Tramways {	\$10 <b>\$134.</b> buye \$1 <b>\$2.10,</b> buye \$10 <b>\$8,</b> buyers
	100 \$135, sales 100 \$15.
Steamship Compa <u>nies</u> China and Manila Douglas Steamship. H., Canton & M	\$10, seller \$50 \$40 \$15 \$20, seller
Indo-China S.N. Co.	£5 \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\

Wednesday, 13th. 11 () A.M. Chursday, 14th 11.00 A.M. Chursday, 14th, 3.00 P.M.	China and Manila  Douglas Steamship.  H., Canton & M	\$25 \$50 \$15	\$10, sellers \$40. \$20, sellers
Friday, 15th, 11.00 A.M.	Indo-China S.N. Co.	25	{ \$38. { \$24.
Friday, 15th, 3.00 r.m. Saturday, 16th,	Shell Transport Co. Star Ferry Do., New	£1 \$10 \$5	45/- \$32, "ellers \$18, sellers
Printed Matter and Sam- ples 9.00 A.M. Registration 9.00 A.	South China M. Post., Steam Laundry Co Stores & Disponsaries	\$25 \$5	\$23, buyers \$6, sellers
(Registration, with late fee of 10 ceuts, ut to 9.45 A M.)  Registration. Registration. 9.00 A.M.	Campbell, M. & Co. Powell & Co., Wm Watkins	\$10 \$10 \$18 \$100	\$15, sellers \$5. \$1. buyers \$165.
			:

United Asbestos .....

\$10 \$150, buyers Do. Founders ..... -\$10 \$111, buyers Inion Waterbout Co. VERNON & SHYTH. HONGKONG TIDE TABLE.

From May 9:h to 15th, 1908.

813, duvers

•	٠					ر میدن <u>میں ان </u>	
HIGH WATER.				LOW WATER.			
Day of Weeks.	Day of Month.	Hean Mean	kong Time,	Holght	Hen Mean	gkong Time.	Height.
 Sat.	9		h: m. lerior 2 31 a	ft. in. high 5 6	ne	b. m. or low 11 17 a	ft. in. water.
Sun.	10	<b>m</b>	7 37 -	4 B 5 4	<b>m</b> .	10 50	4 4
Mon.	11	m	7 23 . 6 28 a	6 3	<b>m</b>	0 6 U)[ B	1 9
Tues.	12	112	7 28	5 3	m	0 45 1 2 a	3 4
Wed	18	m	7 35 a	5 4	m	1 :0 1 4   a	2 8
Thur	14	m	7 (8 8 29 a	5 8	10	1 53 2 <u>2</u> 9 a	2 70
Frl.	15	ш	8 22 9 19	5 3	m.	2 25 3 9 a	2 2

HONGKONG METEOROLOGICAL.

Hongkong Observatory, May 6th.						
	Previous Day	On Date at	On Dat at 4 p.t			
arometer	29 91	29.92 76	29.82 79			

	Previous Day	On Date at	on Date at 4 p.m.
Barometer	29 91	29.92	29.82
Temperature	7.5	76	79
Humidity		86	77
Wind Direction	E	E	S
Force	3	- 2	L
Weather	C	· ' · ¢	C
Bain	<del>-</del>	-	<u></u>
Highest open	air Tempera	ture on 7th	78  78  .



SHIPPE CUTLER, PALMER & Co., LONDON

AGENTS LANE, CRAWFORD & CO. HONGKONG

## VESSELS EXPECTED.

THE PRENCH MAIL:

The M.M. str. Ernest Simons with the French Mail of the 12th ult. and Mails from London of the Lith uit. left Baigon on Friday, the 8th inst, at 9 a.m., and may be expected to arrive here on Monday morning, the 11th inst., and will leave for Shanghai and Japan on the same THE AMERICAN MAIL.

The P.M. str. Mongolia will be due to arrive at this port, from San Francisco via Honolulu, Japan ports and Shanghai on the 12th inst. The new T.K.K. str. Tenyo Maru will sail from Yokohama for this port direct on the 16th, and is due to arrive here on the 21st inst. THE GERMAN MAIL.

The I.G.M. str. Manila left Sydney on Tuesday, the 5th inst. p.m., and may be expected here on or about Wednesday, the 27th inst. MERCHANT STRAMERS.

The N.Y.K. str. Bombay Maru (European Line) left Moji for this port on the 4th inst., and is expected here to-day. The J. C.J. Lijn str. Tikini left Macassar

for this port on the 2nd inst., and may be expected here to-morrow. The N.Y.K. str. Wakamiya Maru (Bombay Line) left Moji for this port on the 5th inst.,

and is expected here to-morrow. The Japanese str. Shinshu Maru left Moji on the 5th inst. for this port, and is due to arrive

here to-morrow. The H.A.L. str. Scandia left Singapore on Tuesday, the 5th inst. at 7 a.m., and may be Expected here on Monday morning, 11th inst. The J.-C.-J. Lijn str. Tjipanas left Singapore for this port on the 5th inst. at 3 p.m., and may be expected here on or about the 11th inst. The N.Y.K. str. Kamakura Maru (European

Line) left Kobe for this port vin Moji and Shaughai on the 2nd inst., and is expected here on the 11th inet. The N.Y.K. str. Yawata Maru (Australian

Line) left Thursday Island for this port via Manila on the 30th ult., and is expected here on the 11th inst. The N.Y.K. str. Kumano Maru (Australian

Line) left Kobo for this port via Moji and Nagasaki on the 5th inst., and is expected here on the 12th inst. The N.Y.K. str. Yeboshi Maru (Bombay Line) left Singapore for this port on the 6th inst.,

and is expected here on the 12th inst. The M.M. Co.'s Cargo Boat Meinam from Europe left Singapore on the 7th inst. at 4 p.m., and is expected to arrive here on Tuesday afternoon, the 12th inst.

The N.Y.K. str. Aki Moru (American Line) left Kobe for this port via Moji and Shangbai on the 5th May, and is expected here on the 17th inst.

The C.P.R. str. Lennox left Vancouver p.m. on Tuesday, the 5th inst. for Hongkong via the usual ports of call.

## VISITORS AT HOTELS.

A 1011 OHC 5	
Hongkon	G HOTEL
Mr. P. R. Adams	Mr. Tan Jiak Kim and
Mr. A. Aftalion	family
Mr. C S. App'egate	Mr. P. Kremer
Mr. H. G. Battiscombe	Mr. W. C. Lacy
Mr. R. Benson	Mr. W. Leighton
Mr. H. F. Bertine	Mr. A. C. Little
Mr. & Mrs. S. Bisney	Mr. Mahieu
Miss Bieney	Mr. B. Mandell,
Dr. G. D. K. Black	Mr. K. H. Martin
Mr. A. B. Blunn	Mr. G. C. McIntosh
Mr. W. C. Booth ly	Mr. J. H. Minor
Mr. C. Bowack	Mr. R. H. Moran
Yr. T. Brayfield	Mr. B. G. Morris
AF T O Decor	Mr. E. Niedbardt
15. O W Devent	Mr. & Mrs. D. Oliver
Mi T U Rulmer	Mr. R. G. Packard
Man to O Targett	Mr R. L. Packer
AT C C de Russiavra	· Mr. & Mrs. C. K. Payne
M- L TO Composite	Mr. W. T. Payne
Mr. A. Carter	
Mr. & Mrs Cervilli	Dr. W. W. Pearsa
Mr. H. E. Colvin	Mr. and Mrs. 1. L.
Mr. A. H. Crook	Perkins
BIT A. FI CHOOL	Mr. A. W. Polglase

Mr. Y. P. Deane

Mr. L. H. Faber

Er. P. Friedrich

Mr. J. S. Gillies

Mr. F. tregg .

Mr. D. Haes

Capt T. A. Hall

Mr. R. Hard ng

Miss E. Hogue

Capt. R. Innes

Mr. R. M. Joseph

Mr. V. A. Kershaw

Mr. E. Gaster

Mr. Eustace Hagen

Mr. H. R. Hunt

Mr. & Mrs. Harris

Mr. J. L. Harrison

Mr.B. L. Frest

Mr. Ferry Mr. S. Fischer

Mr. A. Fauconnier

Mr. A. W. Polglase Mr. A. T. Primm, jr. Mr. A. R. Dickinson Mr. A. T. Primm, jr. Mr. A. T. Eostland Mr. E. Ralphs Mr. B. H. Ray Mr. R. Ree Mr. A. W. Schnieder Mr. C. E. Shields Mr. B. Franklin Mr. F. A. Slove Mr. & Mr. W.U. Smith Mr. H. R. Spencer Mr. Denman Fuller Mr. J. Spittles Mr. W. T. Stebbing Rev. A. J. S' rens Mr. J. G. Gueradon Mr. W. G. Symmons Mr. W. G. Symmons Mr. T. Theodireen

Mr. H. P. Thomas Mr. J. Thompson Mr. G. W. Tullidge Mr. C. Wallach Mr. & 2 Misses Howland Mr. E. Wellmann Miss N. B. Winston Miss T. H. Word Mr. & Mrs. E. S. Joseph Mr. J. D. Woods Mrs. Youdan

KING EDWARD HOTEL. Mr. & Mrs. Peel and Mr. G. H. Corse Mr. P. Dow Mr. E. Pond Mr and Mrs. G.

Mr. and Mrs. S. Silver-Harman & children Mrs. F. B. Land Mr. M.L. Silverstone Capt. B. Lundholm Mr. A. H. Silverstone Mr. R. M. Macdonald Mrs. A. G. Smith-Mr. & Mrs. Mackee Mr. D. V. Steavenson Mr. Mansell Mr. & Mrs. H.M. Tibbey. Mr. and Mrs. A. B. Mr. F. Wilson Mr. P. L. Wong Mr. D. M. Nicholson Mrs. W. C. Passmore

KINGSOLEHE PRIVATE HOTEL. Mr. H. W. Kenny Capt. H. Beasley, R.A. Mr. E. A. Koster Mrs. H. Beasley Mr. L. V. Langstein Dr. & Mrs. Belilios Mr. & Mrs. J. Merston Mr. F. Revington Mr. T. de Meester Mr. and Mis. Norman Dr. & Mrs. W. Moore Mr. & Mrs W.L. Carter Mr. R. S. Morrison. Mr. S. T. Chinchen Mr. William North Mr. P Potts Mr. & Mrs. Cocker Mrs. G. Sachse Mr. J. Coulthart Mr. Cruickshank Mr. W. S. Cusbing Mr. K. Freund

Mr. B. Schwandes Mr. J. Gray Scott Mr. Thos. Seggio Mr. & Mrs. F. Smyth Mrs. Smyth's two sons Mr. W. Stormer Mr. A. 1. A Hissink Mr. R. B. Williams Mr. P.H.J.G.Jonckheer STEAMERS PASSED THE CANAL.

April 11th - Stentor, Peleus, 15th-Heinam, Braemar, Eulow, Ceylon Maru, Cardiganshire, Nijni Novgorod. 22nd-Deucalion, Bentomond. Andalusia. Marta Valerie, Atholl, Palermo, Indrani, Kasama, Ormidale. 25th-Brasilia, Auchencrag, Manila, Namur, Hohenstaufen, Moyune, Patroclus, Wakasa Maru. 29th-Bengloe, Oopack, Prinz Beinrich, Suruga. May 2nd - Prinzess Alice, Tonkin, Awa Maru, Carnarvonskire, Sado Maru, Meteor. 6th-Neppon, Bellerophon, Borneo, Palma, Kostroma,

ARRIVAL AT HOME. May 5th-Shimosa.



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of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Seal Water; as well as for Protection of all exposed Woodwork.

USE ONLY KENNON'S TEREDO-PROOF

a peerless Wood Preservative and insoluble Print, gives in Sea-Water Absoluts Protection against the "Teredo" and all other Marine-Pore-Worms; will make Exposed Wood proof against the ATTACKS of the WHILE ANT, etc. It can be applied by ordinary unskilled labour.

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GEBRUEDER ROESE, (Rosse Brothers) Swatow. General Agents for the East.

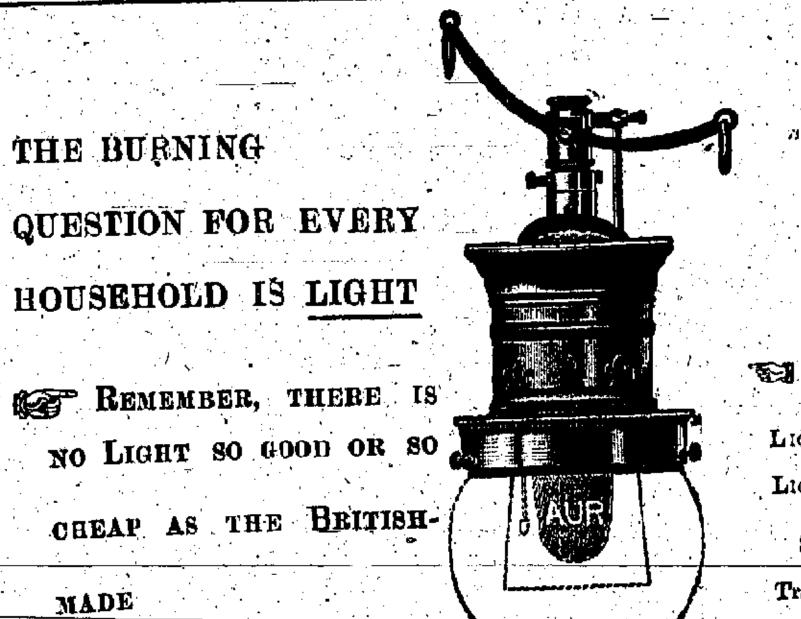
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Sven Hedin in Thibet, Lord Roberts in Afghanistan, and Stanley in "Darkest Africa," all testified to its great utility and value.

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Lightest.

# Welsbach

The Welsbach guaranteed Gas burners, with Mantles of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but most beautiful of all lights.



THE BURNING

MADE

THE WONDERFUL WELSBACH KERN BURNER No. 3, will give you a 75 candle power light at a lower gas consump. tion than any other burner in the world.

THE MANTLES to use with it are We'sbach "C" or "CX." The light standard of these Welsbach made Manties is lightest, and the fabric is strongest -" There are no Mantles so good as Welsbach."

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NATAL LINE OF STEAMERS

Sole Agents.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Lin are prepared to issue THROUGH BILLS OF LADING for all the principal ports in BOUTH APRICA, in connection with INDO CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight

For Freight and further particulars. apply to DODWELL & CO. LIMITED

General Agents for China and Japan. Hongkong, 4th August, 1898.

ON SALE.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With Index, Price \$7.50. On sale at the "Hongrong Daily Praise." Hongkong 26th February 1907

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Please see you get it with (BLUE-One Star. | PINK -Two Stars. Capsules (GOLD-Three Stars OF ALL DEALERS

C. DAY & CO., LONDON.



Efficacions because absolutely pure English Bit Not made of gelatine. Indian on SAVARESSE'S

BUBBIDIARY COINS.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

Bank Bills, on demand ............ 1976

Bank Bills, at 30 days' sight ...... 194 Bank Bills, at 4 mouths' sight ..... 1975

Bank Bills, on demand ......221 2

Credits, at 4 months sight..... 2261

on demand...... 1804

Private, 30 days' sight ...... 75%

ON SINGAPORE.—On demand...... 31} p.c.pm.

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On-Manila. On-demand Pesos 867

SOVEREIGNS, Bank's Buying Rate...\$11.15

GOLD LHAF, 100 fine, per tael ..... \$58.00

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20 cents pieces ..... \$8.15 discount.

Barometer 4 P.M. 29.80 Therm. (Wetbulb) 4 P.K.78 Thermom. 9 A.M. 74 Therm. Maximum .....76 Thermom. 1 P.M. 75 Therm. Minimum over Thermom. 4 P.M. 7d night......71

Hongkong 20,

Sole Export Bottling Agents to J. J. & S .-

BRITISH NAVY ESTIMATES.

DISTURBING COMPARISON.

LORD GLASGOW'S CRITICISMS.

The annual meetings of the Institution of Naval Architects, which extends over three days, opened at the rooms of the Royal Society of Arts, Adelphi. The Earl of Glasgow, President of the Institution, occupied the chair, and there was a large attendance of members and Associates.

The annual report of the Council, which was read by the secretary, Mr. R. W. Dans, stated that the total membership was now 1,796 and the fir ancial, position of the Institution was satisfactory. The Council had received with regret the resignation of the Earl of Glasgow from the office of president, a position which he had occupied with distinction and advantage to the Institution since 1901, and they expressed their cordial thanks to him for his services and their high appreciation of the courtesy and tact which he had invariably displayed during the tenure of his office. (Cheers.) The report proceeded: " the Council have received from Mr. A. F. Yarrow, vice-president, an offer to defray the cost (up to £20,000) of an experimental tank for research purposes to be erected at the National Physical Laboratory, Bushy, provided the expenses of maintenance for the first ten years are assured, and suggesting that the shipbuilders and shipowners of the country should be invited to guarantee the necessary amount for that purpose. Mr. Yarrow's munificent offer has been gratefully accepted subject to the conditions under which it is made, and a Committee will be formed in order to take such steps as muy be recessary to carry the scheme to a successful issue." (Cheers.)

PRESIDENT'S ADDRESS. The Earl of Glasgow, delivering his presidential address, said that it was now matter of history that the past year had not been one of continous expansion in the shipbuilding and engineering trades. The laws of supply and demand were as inexorable as ever; but in addition to the causes operating in a normal manner to bring about this result were the financial panic in the United States and the labour troubles which inevitably followed contractionof business. It had recently been stated that, apart from obsolete and new berths, over 50 per cent. of the shipbuilding berths North-East Ceast were vacant, and the outlook at that time was extremely unpromising. Since then the strike had assumed very formidable proportions, and had caused much distress in the neighbourhood through loss of orders and consequent employment. In the aggregate, the falling off in tonnage launched during the past year represented 10 per cent, of decrease upon the totals of the previous year, which was the highest on record for merchant ships. The decrease in tonnage under construction at the close of the year was, however, much greater, there being nearly 10 per cent, less work on hand than that at the close of 19.6. One feature of the year's shipbuilding had been the proportion of vessels built for abroad, which was nearly 50 per cent above the normal supply of recent years. This demand had now been mostly met, and the out look from this point of view was not much better than from that of home consumption. If the year's records had proved disappointing as regarded quantity the same could not be said of the nature of the work turned out, for there had been some remarkable developments in maritime power in a mercantile as well as a naval sense.

SUCCESS OF THE TURBINE. In marine engineering the past year had been noteworthy for the continued and increased employment of the steam turbine for various classes of thips, both naval and mercantile, and attention was still focused upon this form of engine. so fitted." The adoption of the turbine had of our supremacy affect. rendered possible that increase of speed which in conspicuous features of recent construction. The 21 knots of the Dreadnought had become the general standard of battleship speed in other Navies as well as our own; the modern cruisors, notwithstanding their heavy armour and armament, were enabled to do their 25 knots an hour, while in the torpedo-boat and destroyer classes. some very remarkable results have been obtained with turbine engine and oil fuel during the past few months.

THE EDITION AND OTHER NAVIES,\_ ed with more than usual interest. The sea of of water which might enter the ship through controversy that had raged of late about the | injuries or openings made in her under rock of British nevel supremacy had created a water skin. The increase of breadth was feeling of uncertainty with regard to the mea- obtained at the expense of the draught spres that were being adopted to ensure the of water, the displacement, however, being mintenance of our Navyat its relative standard | practically the same as that of a ship of ordinconvergend efficiency compared with the other ary form. In the wide treble side there were Tayles of the world. The increasing safety longitudinal corridors extending nearly in naval construction abroad and the the whole length of the vessel, but, with excepwanted soutside the United Kingdom called manholes to give access to the cellular compart-United States there were at the present time door. The radius of action of the modern torpedo twenty-nine warships building, as compared with | inside a vessel, reckoning from the skin inwards, twenty-two a year ago. These included seven | being about 18ft, the width of each of the battleships, two armoured cruisers, three scouts, | cellular side corridors would be 6ft., or 18ft, in eight submarines, and five destroyers, and all, thus very efficiently securing the internal represented a total money value of over | vital parts of the ship, especially these liable to 28.000,000 exclusive of cost of armour and explode from the risk of outside explosion. arratinent. The German programme, which In the course of a brief discussion which cultive building policy, allotted an average of opposed to the propesed system of construction. 21,000,000 per annum to new construction Admiral FitzGerald remarking that a sh maments, and provided for four capital of the kind suggested would be protected at , an being worked to whereby in twelve years' time would have double the change of licking up submarines. In Russia the reconstruction of the started from an exaggerated idea of the risks in Names being actively pursued. In the face a well-d signed modern warship, serious as those the Navy Estimates recently presented to difficulty in arrangement and a reduction in the ambject of warlike efficiency were made yesterday Parliament were remarkable for their modern | average efficiency of the defence It did very tion. The total amount asked for was little to secure its avowed object, namely, to Navy League, the first of a series intended to £32,319,500, being an apparent increase over guard against serious injury by mines or strengthen the auxiliary body. The meeting last year's total of some £900,000; but when torpedoes and consequent loss by capsizing, allowance was made for the surplus of stores in | and it increased in a marked degree the risk and this figure was reduced to a net increase of of destruction by gon fire. only little. The shipbuilding vote, which more arreally than any other concerned the members of the Institution, was actually less T. J. Tressider, read a very techincal paper on | ard, with a margin, and for the maintenance of than it was last year by over £50",000, while it | "Modern Armour and its Attack," in which our first-line Fleet in constant readiness for war. was £4,100,000 less than the corresponding vote | the inference from various data was drawn that | Patriotism alone would enable the country to built from this year's programme must cor. the course of the subsequent discussion, Mr. boat destroyers, and a number of submarines, might be that the capped projectile was at the many parts of the world. Germany had com-Tre the total new construction proposed. It moment the winner; but he dared say that pelled us to concentrate our strongest Fleets at

the Government only proposed spending a very plate. small proportion on new ships during the current financial year.

A MISCHIEVOUS PRINCIPLE. No adequate reason had, so far as Lord Glasgow was aware, been vouchasfed for this change of policy. It had been stated that our present position was unassailable and that our facilities for rapid construction were a valuable asset. Loth those contentions were true for the mement. But our position would only continue | destrayers built for the British Navy had to be unassulable if we took the necessary steps | been designed for a speed of not less than for maintaining it. The value of speed in | 33 knots. While destroyers had increased construction must not be overrated; it was only | in size and power very greatly, the torpedo boat of value if others did not achieve it. The had developed to an almost equal extent. The monopoly—if it can be so called—of rapid latest type of torpedo boat, ordered in 1905, building must be ours to day but not to morrow, | was fitted with turbines and for oil fuel, the for no unprotected monopoly could exist for adoption of oil fuel giving a much greater radius long in the manufacturing world. There was of action at full speed. While the turbines had no intrinsic reason why other nations whose | produced excellent results, it was a question yards were equipped with modern plant, and | whether equally favourable results would not whose demand for skilled workmen was kept have been obtained with twin-screw reciprofully supplied should not turn out warships in | esting engines and oil fuel. In the debate which as short aspace of time as our own dockyards | ensued Sir Philip Watts, Director of Naval or private builders. Our relations with foreign | Construction at the Admiralty, stated that the Powers-notwithstuding occasional attacks of | new 31-knot destroyers, of which five were nearly newspaper fever-were fortunately friendly, | completed (one of them, the Cossack, having | and for the moment no serious complications been already taken over by the Admiralty). evershadowed the political horizon. But no carried a load between that of the river class and Government could afford to confine to that of the 30-knot boats. All the designs had the immediate necessities of the moment the been carefully worked out and brought into line paramount question of the maintenance at all demands which it must make upon the resources with one another, most of the parts being made | c.ets of our naval predominance." Speaking of fu'ure. (Cheers.) And yet this w sapparently | stance, were precisely the same in each. Al. appeared to be the principle upon which th's as as class they had got their speed, and the remore mischievous principle, however, could be of the Admiralty. Admiral Sir Cyprian Bridge a very heavy outlay would be needed before class, he believed, which was evolved from construction at the present moment. (Hear, hear.) | befallen the Tiger. (Hear, hear.) He did no DANGER OF PROCRASTINATION.

No one doubted for a moment that, should argent necessity arise, the Government of the day, to who ever party it might belong, would readily vote such same as its official advisors considered needful. But to found a policy of prograstination upon the uncertain value of this eleventh hour remady was surely to jeopardise our naval position and saddle the future with an unknown and possibly unlimited liability. (Cheers.) He spoke strongly upon this point because he felt convinced that the only real economy possible in maval affairs was that which was consistent with the maintenance of our neval superiority With the resours at their disposal the presen Board of Admiralty had displayed great energy in carrying through various measures for maintaining our naval construction in the for front of the Navies of the world, and the wisdom of a forward policy in the constructive and engineering departments at Whitehall had been fully vindicated. The successful introduction of far-reaching changes in mechanical forms of propulsion was indicative of the high standard of technical knowledge and practical experience attained at our great nival centres. In ou private ship and engine building establishments and armour plate works that standard was nowise lower; the mechanical plant in both Government yards and private works had of late years been brought very generally up to date: our supplies of skilled workmen were stil large enough to meet all probable demands, and their ranks were being continually reinforced Its success in the Navy, where it had now en- through the increased facilities now available for tirely superseded the reciprocation engine, had | technical education. Such factors as these were been very marked of late. The First-Lord of | national assets upon which we might base the the Admiralty, in his explanatory statement, estimate of our resources in the domain of oaval said that "all war vessels at present under con- construction. Provided only that the necessary struction are being fitted with mechinery of funds were voted by Parliament we need have this type, which has, without exception; proved | no fear for the quality of the ships and material very successful in the vessels which have been | that contributed so largely to the maintenance

On the proposition of the Earl of Glasgow, every type of warship appears as one of the most | seconded by Dr. Elgar, Earl Cawdor was uninimously elected President of the Institution.

UNSINKABLE SHIPS. A paper on "Unsinkable and uncapsizable ships of the Goulseff form and system of construction" was read by Mr. C. Tennyson, in the absence of its author, General E. E. Goulacif (a Russiau naval constructor). The proposed system of construction included the provision of treble broad longitudinal cellular side corridors, these being rendered possible by the increased breadth of the vessel, and being The Navy Estimates this year had been await- intended to reduce to a minimum the quantity ansion and improvement of shipbuilding tion of these and of the smallest possible boiler the serious attention of those responsible for | ments from the top, there would be, as far as mayal defences of this country. In the practicable, no water-tight or other kind of

med to cover a period of ten years' con- | followed, opinion appeared in the main to b Pear to be laid down for the next few | the sides but net at the bottom, and that as she in France a comprehensive programme | would be doub'e the width an ordinary vessel she Navy would possess thirty-eight modern ground mine. Mr. W. H. Whiting, Assistant feships, twenty-six armoured ornisers and. Director of Naval Construction to the outs, 979 destroyers and torpedo bests, and 131 Admiralty, said General Goulach's proposal tels such as these it must be admitted that risks undoubtedly were. It involved great

OTHER PAPERS. Mr. C. E. Ellis, in the absence or Captain by this country of the two-Power naval standin 1904, since which time it had been steadily | the defensive power of armour under the pro- | hear the increasing burden of our defence by decreasing. When it was remembered that cost | bable conditions of a naval action would be see, and as women were essentially patriotic the of indvidual units had during this period greater than was suggested by results obtained League proposed to ask for their support all increased enormously, it was obvious that the with the same striking velocity at short number of ships of each class which could be range on the proving grounds. Speaking in sequently be small. Two large armoured ships | Ellis remarked that the fight between armour (one a bettleship, the other a cruiser), six fast and projectiles which had been proceeding for but small protected cruisers, sixteen torpedo- some forty-four years still went merrily on. It was caused by the withdrawal of our Flag from

was quite evident from this programme that the | position of honour would not be held by the | home, and at the same time she was pushing her axiom laid down by the Board of Admiralty projectile very much longer. The best plate trade all over the globe. It was the duty of the the ee years ago with regard to the necessity of for the Governments of the world to adopt was League to educate public opinion on the building each year four large armoured ships that which was being made to-day. So far as he importance of the Navy, but it should keep had been abandoned, at any rate for the time was aware, no plate, under trial, had yielded such clear of complaints made by men in the Fleets. being. Moreover, of the sums now asked for generally good results as a well-made Krupp They were apt to growl, but they did not like to

TORPEDO BOATS AND DESTROYERS. Mr. John E. Thornycroft read a paper entitled " Modern Torpedo Boats and Destroyers," in which he reviewed the development of these classes of vessels, pointing out that, besides the Japanese, most Navies which had built destroyers had adopted British designs. There had been no falling of in the demand for high speed in vessels built for foreign Navies, and the latest of the nation to provide for the needs of the interchangeable. The main engines, for inwhat was being done at the present time. | the vessels had now been run on the measured "Sufficient unto the day is the evil thereof" | mile. Their trial were not yet completed, but year's Naval Estimates had been based. No sults had quite justified the original anticipations applied to our national defences. (Cheers.) A lobserved that to Lord Spencer more than to hand-to-mouth policy was one that could only anyone else was due the introduction of the increase our difficulties in the near future, and | torpedo destroyer, the only man of war of any long if our standard of naval strength was to deliberate strategical and tactical experiments. be maintained. That standard was admittedly Mr. S. Barnaby said they were all terribly on a rapidly-falling-gradient as regarded new i-distressed at the accident which had recently Eee, however, that anything could have been done to save that ship from the mishap. It was impossible to provide a vessel capable of standing a blow which made a hole of any size amidsbipg.

> ANNUAL DINNER. EARL CAWDOR ON BUILDSH NAVAL

SUPREMACY. The annual dinner was held at the Hotel Ct cil in the evening, when the Earl of Glasgow presided over a company numbering upwards of three hundred. Among those present were Earl Cawdor, Lord Lirrie, Sir Philip Watts, Director of Naval Construction: Sir William Matthews. President Institution of Civil Engineers; Sir Inigo Thomas, Secretary to the Admiralty: Sir Walter Bowell, Marine Secretary to the Board of "rade; hir George Holmes. Chairman of the Board of Works. Ireland; Sir John Mowlem, Master of the Company of Shipwrights; Admiral C. C. P. FitzGerald, M. E. Bertin, President l'As ociation Technique Maritime; Captain F Schilling, French Naval Attaché; Commander W. Widenmann, German Naval Attaché: Commander J. H. Gibbour, United States Naval Anttaché; Captain N. von Wawel- ouis, Austro-Hungarian Naval Attaché : Captain S. Tochina Japanese Naval Atlaché: Captain V. E. Montes, Argentine Naval Attache: Captain F. Behr, Russian caval Attaché; Mr. Francis Henderson, Chairman British Corporation of shipping; Mr. James Knott, President Institution of Marine Engineers; and Mr. John Ward, President Institution of Engineers and Shipbuilders in Scotland.

Earl Cawdor, in proposing the toast of "The Royal Navy," referred to the accident which a few days ago befell the Tiger-one of theterribly sad disasters which from time to time overtook all countries which aimed at naval efficiency. In naval menceuvres in preparing for war risks must be run. (Hear, hear.) Such risks were run gladly and nobly—(hear, hear) and when young lives were lest in such a disaster it might be claimed that they had been no less lightly laid down than were those which were laid down in war itself. (Cheers.) All present extended their sympathy to those who were sorrowing. (Cheers.) Whatever navies might mean, he continued, to other countries it could never be too often or too strongly impressed on the inhabitants of these islands that our Navy meant to us practically our existence. (Hear, hear). We aimed at no aggrandisement or acquisition of territory, but we meant to make ourselves secure. (Cheers). Moreover, if we were to be safe we could not escape the burden of the Navy Estimates, and he pleaded for a wise looking shead and a wise and careful spreading of the burden from year to year, so that there might not be an unbearable burden placed on the taxpayers in the future. (Cheers). The Institution of Naval Architects appeared to possess the immense advantage of gathering together expert knowledge with regard to naval building and naval engineering, not alone from this country but from sbroad. Long might that continue, for it could only do good. While welcoming friends from abroad, he begged that institution, however, in all matters affecting the British Empire, our ovn interests and our own safety, to keep well ahead of all competitors. (Cheerr.)

Admiral FitzGerald briefly responded. Mr. Francia Henderson, in acknowleding "The Mercantile Marine," which was proposed by Lord Pirrie, referred to the Port of London Bill as a very fair settlement of a very com plicated question. (Cheers.) Other toasts were: "Kindred Institutions," proposed by Sir Alex. Kennedy, and coupled with the names of Mr. John Ward; "Our Guests," given by the President and responded to by M. Bertin; and "The President," which was entrusted to Sir G.

EFF.CILNCY OF THE FLEETS. OPINION IN THE NAVY.

References to opinion in our Fleets on the at a meeting of the Women's Branch of the to k place at the house of the President of the League (Mr. R. A. Yerburgh), 25, Kensington Gore. Mr. Yerburgh, who occupied the chair, said that the Navy League stood for maintenance over the country, north, south, east, and west, (Hear, hear.)

Catain W. V. Anson said it was a common opinion that trade followed the Flag, and possibly the decline in our imports and exports

be taken quite literally. There was an old sea song which abused everybody and yet if an outsider had said the same things the men in the ships would have resented his opinions. If people ashore listened to every complaint made in the Navy they would be let into all sorts of

trouble. (Hear, hear.) Lieutenant H. T. C. Knox quoted two passages from letters written to him by a naval officer holding a high position on active service. The first was thus worded: "I am strongly of opinion that it is in its educational aspects that the real fighting strength of the Navy League's position consists. So long as those directing your policy stand firm on this bed-rock and devote their energies to driving into the heads of the British race the fundamental truth that the day they less command of the sea they perish as a nation naught our make them rue. That in my view is a sufficient mission for any single body. Leave to the experts, the agitators, and the faddists the shaller questions of the tactical value of speed, the distribution of ships, the Home and Atlantic Fleets, &c. If the Admiralty are wrong in these matters they may safely retort that they know more about such ma tersthan wedo." The second passe ge was as follows: "I only wish it were possible for me to work shoulder to shoulder with you in educating the masses of this prople upon the the work done by the League, Mr. Knox said that he lately addressed meetings in fourteen Lancashire towns, where it was resolved to establish branch; s of the Lague. (Applause). Sir F. Pollock pointed out that unless we

kept command of the sea we should sink to the status of Belgium and Holland, and our population would dwindle enormously, with much pain in the process. (Hear, hear.) Mr. lan H. Burgoyne (Unionist candidate for North Kensington) laid stress on the value of the support which women could give to the League if only because they could teach patriotiem to the children Having referred to the addresses given to girls as well as boys' schools, a work in which he had taken part, he pointed\_out\_that with the growth of Great Naval Powers there was likely to be more trouble for us in the future thin there had been in the past. We must le able to maintain the integrity of the Empire at all times and against all comers. (Applause.) Mr. P. Thornton, M.P., reminded the meeting that though the Government had promised a navel programme which Mr. Balfour and Earl Cawdor approved, Ministers had a large section of followers who acted as a drag on their good intentions and had already compelled them to modify the Naval Estimates. It was, therefore, particularly necessary thatthe advocates of a strong Navy should keep that cause before the country. (Applause.)

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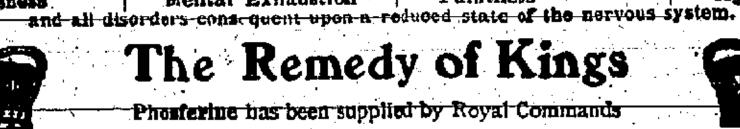
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Manager Hongkong, 4th December, 1907. HILE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. [HOOSPORATED BY ROYAL CHARTRE, 1853, HEAD OFFICE-LONDON. PAID OF CAPITAL .....£1,200,000 RESERVE FUND.....£1,475,000 RESERVE LIABILITIES OF PROPERE-TOR8 ..... £1,200,000 \ INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent-JOHN ARMSTRONG. Manager. Hongkong, 7th January, 1908. THE MERCANTILE BANK O INDIA, LIMITED. AUTHORISED CAPITAL ... .. £1,500,000 Tamızi Subschibed ... 1,125,000 Tokio RESERVE FUND ... ... BANKERS: LONDON JOINT STOCK BANK, LIMITED. Interest allowed on Current Account. INTEREST allowed on Current Accounts Deposits received on terms which may be had at the rate of 2 per cent. per annum on the Daily balance. D. TOHDOW, Manager. ON FIXED ERPOSITS: per cent. For 12 months y per cent 24 per cent. INTERNATIONAL BANKING EVAN OBMISTON, Manager. Hongkong, 23rd April, 1908 Gold \$3,250,000, = about Mex. \$7,222,222 ... Gold \$3,250,00cl TOKOHAMA SPECIE BANK = about Mex. \$7,222,222 LIMITED. HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E. CAPITAL PAID-UP ...... Yen 24,000,000 Branches and Agents all over the World HEAD OFFICE - YOKOHAMA. BEANCHES AND AGENCIES. NATIONAL PROVINCIAL BANK OF ENGLAND Tokyo London THE CAPITAL & COUNTIES BANK, LIMITED Nagasaki San Francisco Honolulu

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nited States: Tientsin, 1858; Additional

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SinTsi-Pears, Cooking, Canton .. 10 Hung Tai-Persiminous large .. -Hung Li-Plume, Swatow ..... 7 mek Pun Ti Po Lo—Pineapple ...... 10 Pineapple Coong only...2nd ■+ Tal Tsiu-Plantains Luk Yau-Pumelo, Amoy ...each -**检验**基准 ChimLoLukYau—Pumelo, Siam ... 13 国体企业 San Hop To-Walnuts, Fresh lb # Hop To-Walnuts, Green ..... 12 Shanghai Lo Kwat lb. ...... VEGETABLES, &c. 精治了數上 Shanghai Ya Chi Chuk— Artichokse, Shanghai ..... 本義體 Loong Soo Ta'oi—Asparagua.doz. --Thuk Sun-Bamboo Shoots ... lb. -数字 Nga Tēdi-Beans, Sprout 角體 Tau Kok--- , Long......... Min Tau- , Broad ...... Pin Tau- , French, Shai 強門溝 O Moon Bin Tau—Beans. Macao (French) ...... Aung Tau Te'o i -Beetroot ... each 2 🗱 🕊 Kau Bun -- Cane Sho ...... buudle --描言 Taing Ke-Brinjals, Gereen ... lb. 4 雅光 Yuen Ke- , Red...... A Pak Te oi -B assica H Chuk Shun—Bamboo Shoots 本非 Kai Ta'oi—Cabbage, Chinese 数据上 S'hai Kai Te'oi — " Shanghai each 7 \*\* Kam Sün—Carrots ...... lb. 6 化基框 Ye Ts'ci Fä-Cauliflower..... each --花菜椰大 Ta Yo Tsoi Fa-, Large Size 在文章 Chung Ye To'ci Fa -- Cauliflower. Med. Size 西岸 Can Ts'oi-Celery, China ...... 1b. 4 東岸潭 Yeung Can Ts'oi-Celery, Eng. mut Kon Lat Chiu—Chilies, Dried ... 40 Man Teing Lat Tsiu-Chilies, Green ... 13 BEER Hung Fa Tsiu-Chilies, Red ... 49 La Taing Kwa—Cucumbers ...... 2 解射照解 Ki Li Ts'oi Liu—Curry Stud. English ..... 超進 Ch'ung Tau—Garlie...... \*\* Lo Keung-Ginger, old ..... Tez Keung-Ginger, young ... 144 Kan Lik-Horse Radish, S'hai 35 光翼 Suk Mai—Sweet Corn......piece 5 Mush Melon.... 蓝章生 Shang Tso Ku-Mushroom; 35 随意神 Young Ta'ung Tau-Onions, B'bay, 7 ## Shang Ts'ung - Onions, Green ... 4 颁惠本民 Yat Pun Ts'ung Tan-Onions. Japanese ..... 質量多上 Shanghai Ts'ung Tau—Onions. Shanghai ..... 福名 Mo ka—Okroes ..... 東克津 Young Yuen Si-Pareley, Eng. Pak Kop—Pigeons Canton each 32
Heihow , 28 bundle ... per it 10 子聲測型 Foochow Shu Tsai-Potatoes. Foochow ......lb. 3 仔書注上 Shanghai Shu Tsai-Potatoe... 仔書本日 Yat Pun Shu Tsai—Potatoes: Japanese ..... So Ts'oi-Snipe..... each 24 任事門為 O Mun Shu Tsai — Potatoes, Macao ...... 5 仔審論花 Fa Ke Shu Tsai-Potatoes. For Kai Mo-Turkeys, Hen ... , 40 American ...... 🍍 🏞 Fan Shu—Potatoes, Sweet..... 类仔擔 Chu Tsai Ts'oi-Furaline ...... GARL Hung Lo Pak Teai-Radish ... .. All Ye Te'oi-Cabbage Root .....each -water Kon Ts'ung Tau—Shalots.......lb. 8 Yin Ts'oi —Spinach ...... 4 Man Yu-Codfish ..... , 28 ## Fan Ke-l'omitoes...... Hai—Crabs ...., 2) 董畫 Lo Pak—Spianch Chi 1010 ..... ,, Mak Yu-Cuttle Fish ...... ,, 16 整置 Lir Ngau-Lily Boo ..... " Wong Mei Luu-Dace...... , 12 Mar Young Lo Pak-Turnips, Eng. " 虚 Tsit Kwa - Vezetapl Marrow . . . 5 Hoi Sin-Eels, Conger ...... ,, 14 American ......, B. M. D. Dal' - Nater Chaitants, water ...... 14 Conton and a continuous pro-Wong San-Eels, Yellow ..... , 28 醋馬辣油 Kwai Lin M. P. ii - Witse ... -## Trn Kai-Frogs ...... 32 Chastnut, Mintieria ... .. 6 雅石 Shak Pan-Garoupa ...... #48 西井東 Sai Yucag Tstai — Watter Crassos, 「3 Pak Kap Yu-Gudgeon ....... , 12 大日 TaiSh i - Yam: Tso Pak Yu-Herrings ..... 22 Sage per busdle ..... The prices accessily vary from day to day Lung Ha-Lobsters .......... 21 and the Sanitary Board has no power to combel as talhollers to sell at the price quoted. С. Мол. Мазика, Chai Yu-Mullot ...... , 24 Mong Yt-Monk Fish ..... 1b. 23. Sometry, Sanitary Board. M生 Sing Hó—Oysters ...... 6 22 Kai Kung Yu-Parrot Fish ... ... 18 DARLINGTON'S HANDBOOK. "Sir Henry Ponsonby is commanded by the Queen to thank Mr. Darlington for a copy of his Hand-Pak Ch'ong-Pomfret, White .. 32 AR Hak Ch'ong- " Black... " 22 "Nothing better could be wished for."-"Far superior to ordinary guides."— Ch'un Yu-Roach .. ........ , 14 Daily Chronicle. Visitors to London should use DARLINGTON'S Tat Sa Yü-Soles...... 28 AND E.T. COOK, M.A. 金四度 Tso Hau,Yu-Turbot ........... , 24 ENVIRONS. NORTH WALES. water ...... , 60 魚童 Pak Bit Yu-White Bait ...... DEVON AND CORNWALL 黑平津天 Tin T'sun Pin Ko-Apples, C'foo ,, 30 Hoi Tong-Apples, small, Cheroo ,, -

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Hongkong, 1st April, 1908. THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER

C.PITAL, SUBSCRIBED ......Yen 5,000,(N)( HEAD OFFICE: TAIPER, FORMORA.

BRANCHES AND -AGENCIES: Kobe Tamini Nagaraki Tokio Deaka ' Foodhow Yokohama Shanghai Keelung HONGKONG OFFICE:

3. DES VŒUX ROAD. Interest allowed on Current Account. Deposits received on terms which may be had on application. D. TOHDOW, Manager.

Hongkong, 5th April, 1907,

INTERNATIONAL DANKING CORPORATION.

CAPITAL PAID UP ... Gold \$8,950,000, = about Mex. \$7,222,222 ... Gold \$3,250,000 REBERVE FUND = about Mex. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E. Branches and Agents all over the World

LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES and AGENTS all over the World.

The Corporation transacts every descript or of Banking and Exchange business, receives Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:-For 12 months 41 per cent. per annum

No. 9, Queen's Road, Central, Hongher g. W. M. ANDERSON, Manager. Hongkong 8th April, 1998

TONGKONG AND SHANGHA BANKING CORPORATION. \$15,000,000 PAID-UP CAPITAL

RESERVE FUNDS:-STEELING 21,500,000 at 2/-=\$15,000,000 S.LVER ... \$13,500,000

RESERVE LIABILITY OF PROP'TORS\$15,000,000 COURT OF DIRECTORS.

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CHIMF MANAGER Hongkong-J. R. M. SMITH MANAGEB:

Shanghal-W. ADAMS | ORAM.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS. 3 months, 21 per cent. per Annum.

6 months, 32 per cent. per Annum. For 12 months, 4 per cent. per Annum. J. R. M. SMITH, Chief Manager. Hongkong, 23rd April, 1908.

BANKS

DEUTSCH-ASIATISCHE BANK. GAPITAL FULLY PAID UP ... Sh. Taols 7,500,000 HAD OFFICE-SHANGHAL. BOARD OF DIRECTORS, BERTIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow' Tientsin, Peking, Telnanfu, Telngtau, Kobe, Yokohama, Singapore.

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Barlin.

LONDON BANKERS: Mesers. N. M. Rothschild & Son: THE UNION OF LOND IN AND SMITH'S BANK, LIMITHU. DEUTSCHE BANK (BETLIN), LONDON AGENCY

DIESCTION DES DISCONTO GESELLSCHFAT INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. A. KOEUN.

Hongkong, 4th December, 1907.

THE CHARTERED BANK OF INDI AUSTRALIA AND CHINA. [NOORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE-LONDON.

PAID-UP CAPITAL ...... £1,200,000 RESERVE FUND......£1,475,000-RESERVE LIABILITIES OF PROPRIE-TORS ..... £1,200,000 \

INTEREST allowed on Current Account at the rate of 2 per cent, per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent

for 5 ,, JOHN ARMSTRONG, Manager. Hongkong, 7th January, 1908.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000 SUBSCRIBED ... ... PAID UP RESERVE FUND ---BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED EPPOSITS: For 12 months ... 4 per cent,

34 per cent For 6 ... 25 per cent EVAN ORMISTON, Manager. Hongkong, 23rd April, 1908 THE

TOKOHAMA SPECIE BANK LIMITED. CAPITAL PAID-UP ...... Yen 24,000,000 

HEAD OFFICE - YOROHAMA. BRANCHES AND AGENCIES.

Kobe 🕠 Lyons London Nagasaki San Francisco Honolulu New York Hankow Shanghai Bombay Peking Tientein Chefoo Port Arthur Dalny Newchwang Mukden Antung Chang Chun Tieling-Honskong-Interest Allowed.

On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per annum TAKEO TAKAMICHI, Managar.

Hongkong, 24th March 1908. 524 TEDERLANDSCHE HANDEL MAATSOHAPPIJ. (NETHERLANDS TRADING BOOLETY). ESTABLISHED 1824.

PAID UP CAPITAL FL: 45,000,000 (£3,750,000) RESERVE FUND ... FL. 5,378,375 ,2448,000

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Banking Business of every description. INTEREST ALLOWED. On Current Accounts 2% per annum on daily On Fixed Deposits 12 months 41% per annum.

3 do. 31% do. J. L. VAN HOUTEN, Agent, Hongkong, 18th November, 1907.

NOW ON

AND THRONICLE

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Eleven Powers, 1901. TREATIES WITH JAPAN Great Britsin, 1894; Dutles Convention 1891 Russia, Agreements as to Corea: States, Extradition Treaty, 1886; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905. TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876 Japan, 1905, United States, 1882; Grea Britain, 1895. TREATIES WITH SIAM.

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BUTCHER MEAT. Mel Lung Pl Yuk-Beef, sirloin Ham Ngau Yok-Corned Beef 1 b. 19 Shiu Ngau Yok—Roast Boof... " MA Ngau Lam—Breast of Beef ... " Tong Yok-Beef for soup ..... " **資本** Ngau Yok Pa—Beef Steak......, Ngau" Yok Ch'ong -Sausagos ., 26 Ngau No-Bullock's Bruins por set 1. Ngau Lok -Beef Steak, Sirloin , 28 Ngau Lo-Bullock's Tongue, freh.

科中號 Ham Ngau Le-,, corned ,, 55 MA Ngau Tau-Bullock's Head ... .. Meart... lb. 12 # Ham Ngan Kin-Beef Hump, Balt ......

194 Ngau Kak-Bullook's Feet ... each 8 **整**中 Ngau Iu—Bullook's Kidney ... , 10 A Ngan Mei-Bullock's Tail ..... , 17 Fr Ngau Kon -Bullock's Liver ... lb. 12 社中 Ngau T'o-Bullook's Tripe, **海風仔牛** Ngau Tsai T'au Kök—Calves,

hoad and Feet.....set 1.01 ●除筆 Yong Pai Kwat-Mutton Chop lb. 22 Har Youg Po-Leg of Mutton..... 22 Youg Shau-Mutton Shoulder ... 20 Mar Youg Tau-Sheeps' Head per set 5 Yong Sam-Sheeps' Heart ... lb Your lu-Sheeps Kidneys ... .. 10 新華 Ying Ken-Sheeps Liver ... lb. 22 Et Ch No-Pig Brains ......per set z 福雅 Ch Tsàp—Pigs' Fry ............ lb 15 Hat Cha Pau-Pig's Heads ...... Chū lu-Pigs Kidney ......pair 8 香牌權 Chu Pai Kwat-Pork Chop .... , 23 Chu Bam-Pig's Heart ..... each 新權 Chi Kon—Pig's Liver ....... lb. 28 HA Chu Tsai-Sucking Pigs (to

order) ..... 22 清华生 Shang Ngau Yau—Beef Suet ,, 20 清单生 Shang Yong Yau—Mutton Suet क्क Ngau Tsai Veal ...... 20 25 Ngau LapCh'ong—BeefSausges ,, 20 Ngau Lap Ch'ong -Veal

## Kai Tsai-Chicken ...... Pan Kau-Doves ...... each 17 ■木曜書 Sang Shong ShouAp—Wild Duck, — Ap-Ducks..... lb. Kai Tan-Hen's Eggs ...... doz. 18 路南港 .Hoi Nam Kai—Fowls, Hainan... ,, 27 Ngoa-Geese ...... 20 Shong Hoi Ya Ngoa - Goese, Wild ,, -Shanghai ..... pair -Canton each 32 Pak Kop-Pigeons Hoihow Om Ch'nu-Quail..... 76 To Tani-Hare ......

ili Shan Kai-Phoasant ....... Cha Ku-Partridge .....each ●花禾 Woa Fá Tsök—Rice Birds ... doz — So Ta'oi-Snipe..... each 24 Shou Ap-Teal ..... Foa Kai Kung-Turkeys, Cook lb. 52 Foa Kai Mo-Turkeys, Hen ... ,, 40 Tam Shou Yu-Canton Fresh-Man Yu-Codfish...... ,, 28 

多国族 Tit To Shá—Dog Fish...... "10 Ha Hoi Sin-Eels, Conger ...... ,, 14 Tim Shui Sin-Eels, Fresh Wong San-Eels, Yellow ..... ,, 28 BH T'(n Kai-Frogs ...... , 33 雅石 Shak Pan—Garoupa ..... AND Pak Kap Yu-Gudgeon ........ " 12 Tso Pak Yu-Herrings .... 22 Halibut ...... 28 

Lung Hà-Lobsters ..... A Shi Yu-Mackerol ..... Loach..... , 11 M Chai Yu-Mullot Mong Yu-Monk Fish ..... lb. 28 Sing Ho-Oysters ..... A 公路 Kai Kung Yu-Parrot Fish ... " Tau Lo-Perch ...... 鱼子舞 Hau Taz Yü—Pike...... 置在花 Fa Po Tun-Plaice Pak Ch'ong-Pomfret, White ... 32

香風 Hak Ch'ong - "Black ... " 22 與明 Ming Ha- P awns ..... Pi Pa Sa -- Ray ...... Sik Kau Kung -- Rock Fish ... Chun Yu-Boarh All Sa Yu-Shark 大島 Ma Yau Yu-Salmon, Canton A Shang Yu-Salmon, Fresh Water, Hi-Shrimps ......

Lap Yu-Snapper ...... Tat Sa Yu-Soles...... 食口左 Tso Hau Yu-Turbot ...... 24 Kök Yü-Turtles, small, freshwater ...... 60 AMB Pak Bit Yu-White Bait .....

本中社会 Kam Shan Ping Ko—Apples, California ...... 森平津天 Tin Tsun Pin Ko—Apples, C'foo ,, 30 Hoi Tong-Apples, small, Chefoo ,, -Fan Chi-Apples, Custard, 五子本日 Yat Pun Ping Ko-Apples, 查查提書 Shang Sheg Heung Tsiu-

Bananas, fragrant, Canton 在香山 Shang Houng Tsiu-Bananas brides, Macao ...... \* Yeung T'6-Carambola ...... Fung Nut-Chestauts, Chi. 38e ,, 10 子 Ye Tax - Cocoanuts ......each 10 子拉也. P.o Tai Tez-Grapes... let ql. lb. Ning Mong-Lemons, Chinese , 25 医出生 Kam Shang Lingmon—Lemon, ql. 1b. American 6

世末名 Lui Sung Mong—Mango, Manila On Nan Mong-Mango, Saigen 子竹山 Shan Chuk Tsz-Mangosteens, per 100 .....1st 及四洋 Yong Sai Kwi-Water Melon,

# Z Las Chi-Lichees, Fresh.....lst-ql. -

American..... per lb. RE Sai Kwa-Water Melons Chinalb. 股番 Hong Kwa — Musk Melon American.....each Passion Fruit, American ... each 子竹山 Mangoesteen ...... Papaw 1st...... 15 10

TA Pak Lam-Olives ..... Ch'ang-Oranges, Sweet , 10 Chiu Chau Ch'ang-Oranges Swatow ...... Elija O Mun Ch'ang-Oranges, Macao ,, -" Small "— " Mandarin "— 结为数 Chu Si Kat— 档数 Tim Kat— # Ta Shang-Peanute ............ ,, 10

爱客上 S'hai Sut Li-Pours American lb --Sin Tel-Pears, Cooking, Canton ., 10 Min Hung Tai-Persiminous large ... Bung Li-Plums, Swatow ..... Pineapple Coong only...2nd 畫夫 Tal Tsiu -- Plantains Luk Yau—Pumelo, Amoy ....each — **始始這** ChimLoLukYau—Pumelo, Siam .. 13 Ban Hop To-Walnuts, Fresh lb 概Y Hop To-Walnuts, Green .... Shanghai Lo Kwat lb. .......

VEGETABLES, &c. 計論了最上 Shanghai Y4 Chi Chuk-Artichokse, Shanghai ...... Loong Soo Ta'oi -Asparagus., diz. --Chuk Suu-Bamboo Shoots ... lb. -Ma Nga Tsoi-Beans, Sprout At Tau Kok- " Long....... to Min Tau- , Broad ...... The Pin Tau- , French, S'hai ... 福門區 O Moon Bin Tau—Beaus, 西镇紅 Hung Tau Ta'o i -- Beetroot ... each 2 Kau Sun - Cane Sho ...... buudle ---Ta'ing Ke-Brinjals, Gsreen... 1b.

在元 Yuen Ke- " Red....... Table Pak Ta'oi -B assica ...... 二十 Chuk Shun—Bamboo Shoots 本 Kai Ts'oi—Cabbage, Chinese 西本書上 S'hai Kai Te'oi — "Shanghai each \* Kam Sün—Carrots ...... lb. n 本權 Ye Te'oi Fa-Cauliflower..... each -在泰德大 Ta Yo Tsoi Fig.\_\_ Large Size 花型 整中 Chung Ye Ta'oi Fa - Cauliflower.

Mod. Size 本产产 Yeung Can Te oi Celery, Eng min Kon Lat Chiu—Chilies, Dried min Ta'ing Lat Tain-Chilles, Green EET Hung Fa Tsiu-Chilies, Ro.J... 4) △ Ts'ing Kwa—Cucumbers ...... 2 解射理網 Ks Li Ts'oi Liu—Curry Stuff. English

Ma Ch'ung Tau-Garlic..... E & Lo Keung -- Ginger, old ...... Taz Keung-Ginger, young Ts'ing Tau-Green Peas...... 12 力機 Kan Lik—Horse Radish, S'hai 35 Buk Mai-Sweet Corn.....piece 5 本海 Young Shang Ts'oi—Lettuce..., Mush Melon 蓝章生 Shang Tso Ku-Mushroom, 35 fresh.....lb.

本本 Me Ke-Ochra ..... MEN Young Te'ung Tau -Onions, B'bay, 7 ## Shang Ts'ung - Onions, Green .... 强直本B Yat Pun Ts'ung Tan-Onions. Japanese ..... MEN L Shanghai Te'ang Tau-Oniona. Shanghai ..... 描笔 Mo ka—Okroes..... 秦竞弹 Young Tuon Si-Parsley, Eng.

bundle ... per lt 10 子群別程 Foochow Shu Tsai-Potatoes. Foochow ......lb. 子書注上 Shanghai Shu Tsai-Potatoo... Shanghal ...... 1b. 8 任書本名 Yat Pun Shu Tsai-Potatoes. Japanese .... 任書門魏 O Mun Shu Tsai—Potatoes,

Macao ....... 仔幣鏡花 Fa Ke Shu Tsai-Potatoes. American ..... Fan Shu-Potatoes, Sweet..... 歷年 Tung Kwa—Pumpkin..... 英仔擔 Chu Teai Te'oi—Fursline 作自動紅 Hung Lo Pak Tsai—Radish ... , Ye Ta'oi-Cabbage Root .....each -Yin Ts'oi -Spinach ..... 4 佐里 Lo Pak-Spinnsh Chi x io .... 角質 Tau kok...... 

**宣傳** Yeung Lo Pak—Tu-nips, Eng. 虚点 Teit Kwa -- Vezetabl) M grow, ... 5 American ......... Mi Pai - Vator On'ibanti, 福馬林生 Ewei Lin - Millia Withtin - diastaut, Milliain .... 調算な Sti Yue ig l'afoi - Water dro asi, は 

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Hongkong, 18th May, 1904

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